# City of Alexandria, Virginia

# MEMORANDUM

DATE:

JANUARY 16, 2004

TO:

THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

THROUGH: PHILIP SUNDERLAND, CITY MANAGERS

FROM:

RICHARD BAIER DEFECTOR, TRANSPORTATION & ENVIRONMENTAL

SERVICES

, DIRECTOR PLANNING AND ZONING EILEEN FOGAR

SUBJECT:

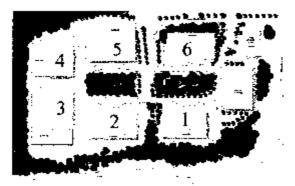
MARK CENTER - PLAZA IA AND PLAZA IB

## BACKGROUND:

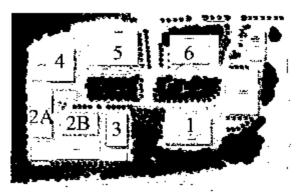
At the January 6, 2004, Planning Commission hearing, the Commission unanimously recommended approval of an amendment to the approved development special use permit (DSUP #99-0032) and transportation management plan. The Mark Center Plaza site consists of six buildings that were approved by the City in 1999. Buildings #1 through #5 have preliminary approval and do not require subsequent approvals, building #6 has conceptual approval. Two of the six buildings (building #1 and building #4) have been constructed.

Current Approval

Proposed Amendment



Note: Buildings #1 and #4 have been constructed.



Note: Buildings #1 and #4 have been constructed,

The applicant's request to amend the current approved plan consists of the following:

- Reducing the height and mass of building # 2 and building # 3.
- Preliminary development plan approval for office building #6.
- Construction of roadway, landscape and pedestrian improvements at the intersection of Seminary Road and North Beauregard Street.
- Increasing open space by 2.5 acres by removing the ramp option.

The proposed amendment is consistent with the density, parking, traffic generation and use with the previous development special use permit; however, the plan amendment provides significant enhancements that include:

- Increased open space.
- Tree retention.
- Enhanced building design.
- Reduced building height.
- Pedestrian, landscaping and street improvements.
- Additional transit subsidies that amount to approximately \$240,000.
- Additional TMP requirements.

There have been five community meetings to discuss this project with six adjoining civic groups and associations. The concerns raised throughout the community process and by the speakers at the Planning Commission related to traffic generated by the proposed development. The areas of concern raised by the Planning Commission related to traffic and proposed roadway improvements. The Commission found that the traffic concerns and proposed street improvements are addressed by the staff recommendations. The following is an overview of the traffic and parking information discussed during the Commission hearing.

#### TRAFFIC:

As depicted in the table below the currently approved buildings will generate 1,801 AM peak hour trips 1,871 PM peak hour trips. Building #6 will generate an additional 481 AM peak trips and 449 PM peak trips with the proposed improvements on both Seminary Rd. and N. Beauregard St. The morning and evening peak periods are projected to continue operating at level of service "D" or better.

Table # 1 Traffic Generation

	(AM Peak Trips)	(PM Peak Trips)
Current Approval Buildings # 1-5	1,,801	1,871
Building # 6	481	449
Total	2,292	2,320
		1

Note: \* Ninety percent of all trips are assumed to be by automobile with the remaining 10% by transit.

\* Building #6 has conceptual approval, buildings 1-5 have preliminary approval.

To mitigate the traffic impact of the development, a recommended condition of approval is to construct the following::

- One additional turn lane to provide a total of three left turn lanes from northbound Seminary Road to westbound Beauregard Street, in addition to improving pedestrian crossings and modifying the existing traffic signal at this intersection.
- Providing dual left-turn lanes from westbound Beauregard Street to southbound Mark Center Drive, in addition to pedestrian crossing and traffic signal improvements at this intersection.
- Providing dual right-turn lanes from eastbound Mark Center Drive to southbound Seminary Road, along with pedestrian crossing improvements and traffic signal modifications.
- Enhanced sidewalks, landscaping and pedestrian crossing at each of these intersections.

## I- 395 INTERCHANGE:

An earlier condition of approval required that the applicant work with the City to investigate alternatives for providing for a direct connection into the project from the existing I-395 interchange with Seminary Road. The City has concluded that this direct connection is not a feasible or desirable. Further consideration of the direct ramp connection alternative is not advisable. Therefore, the applicant has fulfilled the intent and obligation of the previous condition to explore the possibility of an interchange ramp or construct comparable road improvements. The approval

Previously discussed ramp connections

does not meet the interchange criteria of the Federal Highway Administration and if constructed the proposed interchange would attract a significant amount of additional traffic into the Seminary/Beauregard corridors.

#### PARKING:

The amount of parking is similar to comparable office developments in close proximity and is consistent with the current approval in 1999 as depicted below.

Table # 2
Parking Approvals

	Approved Parking Spaces Under DSUP#99-032	Parking Spaces Under DSUP#2003-0038
Buildings #1 and #4	1,435	1,435
Remaining Buildings	6,288	6,097
Total	7,723	7,532

Table # 3 Parking Comparison

ADDRESS	COMPLEX NAME	Parking Ratio	Rentable Building Area	Year Built
1705 N. Beauregard	The Mark Center	3.50	274.616 Addition	
1346) Sunrise Valley Drive	Dulles Park Technology Center	3.70	. 182,527	1999
11.720 Pšaza America Drive	Piaza America Tower 3	3.64)	279,012	2002
1650 Tysons Boulevard	The Corporate Center at Tysons II	3.60	375,000	1989
8401 and 8405 Groensbern Drive	The Greensburo Corporate Center	3,34	418,302	2000

The above comparisons depict parking ratios that are similar to that proposed by the applicant in this case. While in concept the overall parking ratio is consistent with other office parks within the region, it is also the goal of staff to minimize single-occupancy vehicles and maximize the use of the private shuttle service and the adjoining public bus service. Staff supports the proposed development contingent upon the adoption of market rates for parking during peak hours, preferential parking for carpools and vanpools, and subsidies for mass transit.

A recommendation of approval is that the parking fees for office tenants be set at market rates to discourage single occupancy vehicles. Eliminating free parking will be a strong disincentive for single occupancy vehicles and will encourage the use of mass transit. When employees have to pay market rates for parking, many of them use mass transit.

In the case of government offices, parking is generally offered at market rate prices for the employees and is generally not incorporated as part of the lease agreement. For tenants who elect to provide free parking for employees, staff has included a recommendation of approval that requires that these tenants provide a comparable financial subsidy for employees that use mass transit. In these cases, the tenants would provide a mass transit subsidy (in addition to the amount contributed to the TMP fund) equal to one-half of the required TMP contribution for the first two (2) years of the building's occupancy.

#### CONCLUSION:

The proposed amendment will provide significant public benefit by retaining additional open space through the climination of a previously required interchange access ramp from along I-395, which would have resulted in the loss three acres of open space and woodland. The proposed amendment is consistent with the density, parking and use with the previous development special use permit. However the plan amendment provides significant enhancements that include increased open space, tree retention, enhanced building design, reduced building height, pedestrian, landscaping and street improvements and additional mass transit subsidies that amount to approximately \$240,000 (\$120,000/year).

EXHIBIT NO.

1-24-04

Docket Item # 10 SPECIAL USE PERMIT # 2003-0037 Mark Center

Planning Commission Meeting January 6, 2004

ISSUE:

Consideration of a request to amend the transportation management plan for

Mark Center Plaza IA and IB.

APPLICANT:

The Mark Winkler Company

LOCATION:

1897 North Beauregard Street

ZONE:

CDD/Coordinated Development District

<u>PLANNING COMMISSION ACTION, JANUARY 6, 2003:</u> On a motion by Mr. Dunn, seconded by Mr. Komoroske, the Planning Commission voted to <u>recommend approval</u> subject to all applicable codes and ordinances and the staff recommendations. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis and conditions. The Planning Commission acknowledged the citizen concerns for traffic impacts. The Planning Commission also cited that the proposed amendment was consistent with prior approvals and was not increasing development from what had been previously approved. On the issue of traffic, the Planning Commission believed that the proposed alternative roadway improvements would be sufficient to accommodate traffic being generated by the proposed development.

# Speakers:

Mr. Howard Middleton, attorney, represented the application.

Richard Somers, 5000 Heritage Lane spoke on behalf of Seminary Park Civic Association in support of the application and indicated a desire to participate in the joint traffic study committee.

Lynn Bostain, President of Seminary West Civic Association, spoke in opposition expressing specific need for an independent traffic analysis. In addition she also cited concerns regarding the number of increased travel lanes at I-395, safety of the proposed triple lefthand turn onto N. Beauregard St. from Seminary Rd. and additional traffic from the proposed office project.

Stephen Dujack, President of Dowden Terrace Civic Association, spoke in opposition citing that the I-395 interchange should be retained as an option. He requested that the application be deferred to

allow for examination of other traffic options.

Susan Gibson, Fillmore Avenue, spoke in opposition citing concern for cut-through traffic and the need for a larger-scale traffic study of the area.

David Dexter, Westridge Homeowners Association, spoke in opposition stating that there is too much parking being provided and that there appears to be a disconnect between the number of projected peak hour trips versus the number of parking spaces. Also supported the request for an independent traffic analysis.

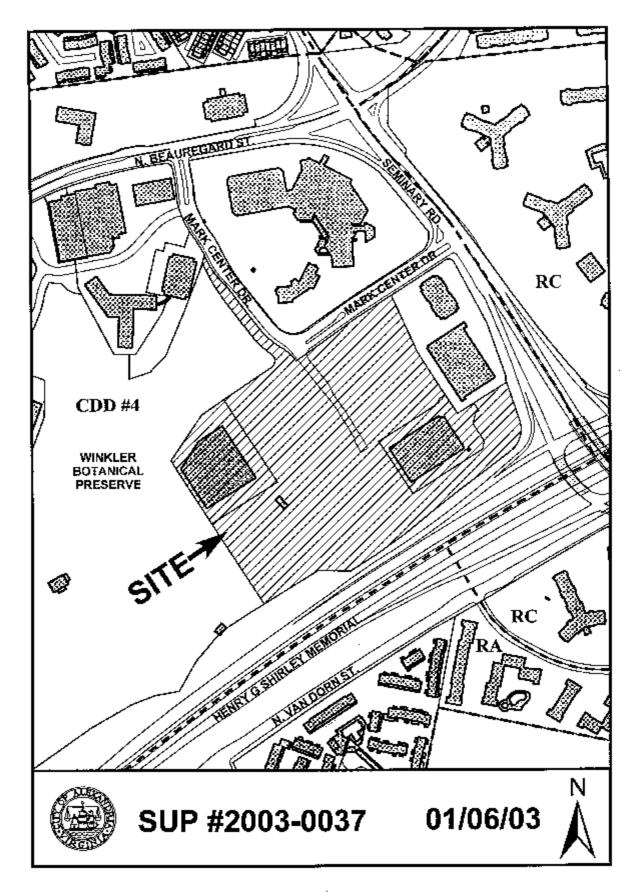
Genny Bowden, Beauregard Manor Homeowners Association and North Morgan Street Traffic Committee, spoke in opposition citing the need for an independent traffic analysis.

Jonathan Johnson, 319 Fillmore Avenue, spoke in opposition citing a need for exploring alternatives and the need for an independent traffic analysis.

Richard Kain, resident, spoke in support of the application but expressed concerns with traffic citywide. He inquired as to how many other projects are out there and the need for the City needs to be more proactive with regard to traffic analysis.

Jack Sullivan, resident, spoke in support of the application and that it was consistent with the planning efforts and requirements of the CDD plan that was adopted 1992.

Theresa Pugh, 2313 North Tracy Street, spoke in opposition expressing concern for background traffic and the need for an independent traffic study.



# Staff Recommendation:

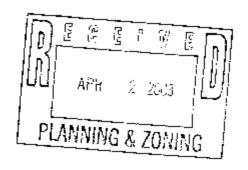
Staff recommends approval of the transportation management plan as outlined within the DSUP # 2002-0038 staff report and conditions.

#### Staff Analysis:

Refer to the DSUP #2002-0038 staff report for a detailed analysis of the transportation management plan.

# STAFF:

Eileen P. Fogarty, Director, Department of Planning and Zoning; Jeffrey Farner, Chief, Development; Gregory Tate, Urban Planner III;



# MARK CENTER PARCEL IA AND IB TRAFFIC IMPACT STUDY AND TRANSPORTATION MANAGEMENT PLAN

Prepared for: The Mark Winkler Company

Prepared by: Wells & Associates, LLC

March 31, 2003

# MARK CENTER PARCEL IA AND 1B TRAFFIC IMPACT STUDY AND

#### TRANSPORTATION MANAGEMENT PLAN

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# MARK CENTER PARCEL IA TRAFFIC IMPACT STUDY AND

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#### TRAFFIC IMPACT STUDY

#### INTRODUCTION

#### Purpose

This report presents a Traffic Impact Study (TIS) and Transportation Management Plan (TMP) of Mark Center Parcel 18. Mark Center is located west of Seminary Road and north of I-395, in the City of Alexandria, as shown on Figure 1.

The Mark Winkler Company proposes to develop Parcel 18 with approximately 374,616 S.F. of office space. The adjacent Parcel 1A was previously approved by the City of Alexandria. Approximately 1,368,500 S.F. of approved space remains to be developed on Parcel 1A. This TIS/TMP evaluates the cumulative traffic impacts of developing a total of 1,743,116 square feet (S.F.) of office space on Parcel 1A and 1B.

#### Scope

The scope of this TIS/TMP was based on previous Parcel 1A traffic studies, which were specified by the City of Alexandria. This study evaluates an alternative set of roadway improvements to those considered in previous studies.

Specific tasks undertaken in this TIS/TMP included:

- A.field reconhaissance of site access opportunities and constraints.
- Counts of existing AM and PM peak period traffic at seven (7) key off-site intersections.
- 3. Analysis of existing peak hour levels of service.

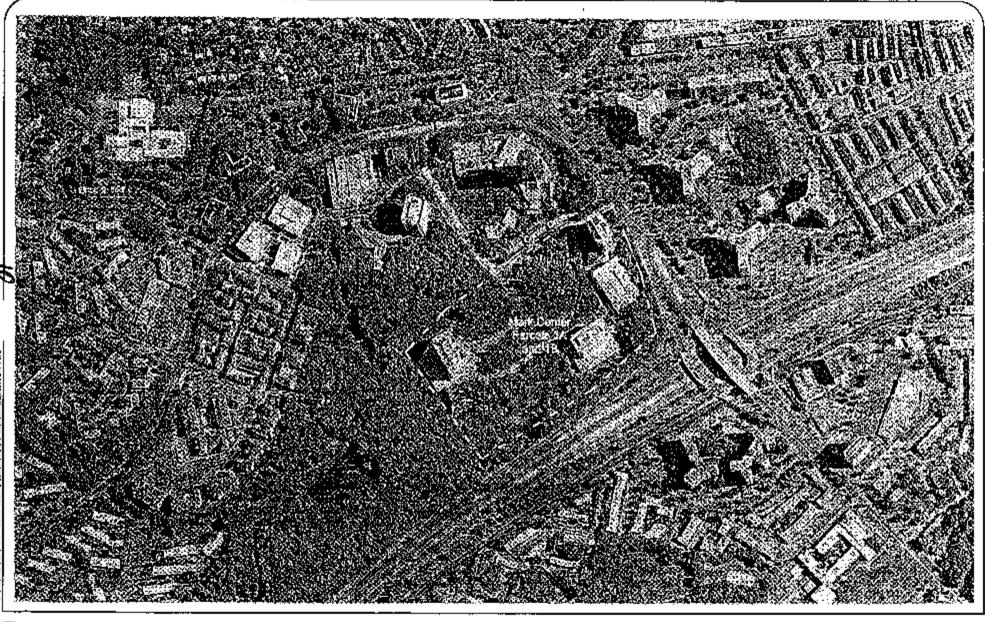


Figure 1 Site Location



- 4. Estimation of the number of AM and PM peak hour trips that would be generated by buildout of Pancels 1A and 1B and leasing presently vacant space in existing buildings.
- Analysis of intersection levels of service, with and without buildout of Parcel 1B.
- Identification of road improvements required to adequately accommodate buildout of Parcels 1A and 1B.

The following intersections were included in this TIS/TMP:

- 1. North Beauregard Street/Mark Center Drive.
- North Beauregard Street/Seminary Road.
- 3. Seminary Road/Mark Center Drive.
- 4. I-395 Southbound On-Ramp/Seminary Road.
- I-395 Southbound Off-Ramp/Seminary Road.
- 6. I-395 Northbound On-Ramp/Seminary Road.
- 7. I-395 Northbound Off-Ramp/Seminary Road.

#### Data Sources

Sources of data for this TIS/TMP included the City of Alexandria; the Alexandria West Small Area Plan; traffic data collected and field surveys conducted by Wells & Associates; the Institute of Transportation Engineers (ITE); the Manual on Uniform Traffic Control Devices (MUTCD); the Highway Capacity Manual (HCM); previous Mark Center traffic impact studies and transportation management plans; The Mark Winkler Company; and other material in the Wells & Associates archives.

#### Conclusions

The conclusions of this TIS/TMP are as follows:

- 1. Parcels 1A and 1B are well-served by a connected network of public streets and transit services.
- The streets and intersections in the site vicinity are heavily-traveled but currently function at acceptable levels of service during peak hours.
- 3. Releasing presently vacant office space at 1801 and 2001 North Beauregard Street would add 451 AM peak hour trips and 420 PM peak hour trips to the public road network.
- Mark Center Parcel 1A would generate an additional 1,350 AM peak hour trips, 1,451 PM peak hour trips, upon completion and full occupancy.
- 5. Mark Center Parcel 1B would generate an additional 481 AM peak hour trips, and 449 PM peak hour trips, upon completion and full occupancy.
- 6. All study intersections are forecasted to operate at an overall level of service (LOS) "D" or better during both the AM and PM peak hours, with the additional traffic generated by full buildout and occupancy of Parcels 1A and 1B, with the following road improvements:
  - a. Construction of a third left turn lane from northbound Seminary Road to westbound North Beauregard Street.
  - b. Construction of a second westbound-to-southbound leftturn lane at the North Beauregard Street/Mark Center Drive intersection.
  - c. Construction of a second eastbound-to-southbound right turn lane from Mark Center Drive to Seminary Road.

#### BACKGROUND DATA

#### Street Network

Existing Network. Regional access to Mark Center is provided by I-395, Seminary Road, and North Beaurequid Street. Local access to Parcel 1A and 1B is provided by Mark Center Drive which intersects with both Seminary Road and North Beauregard Street.

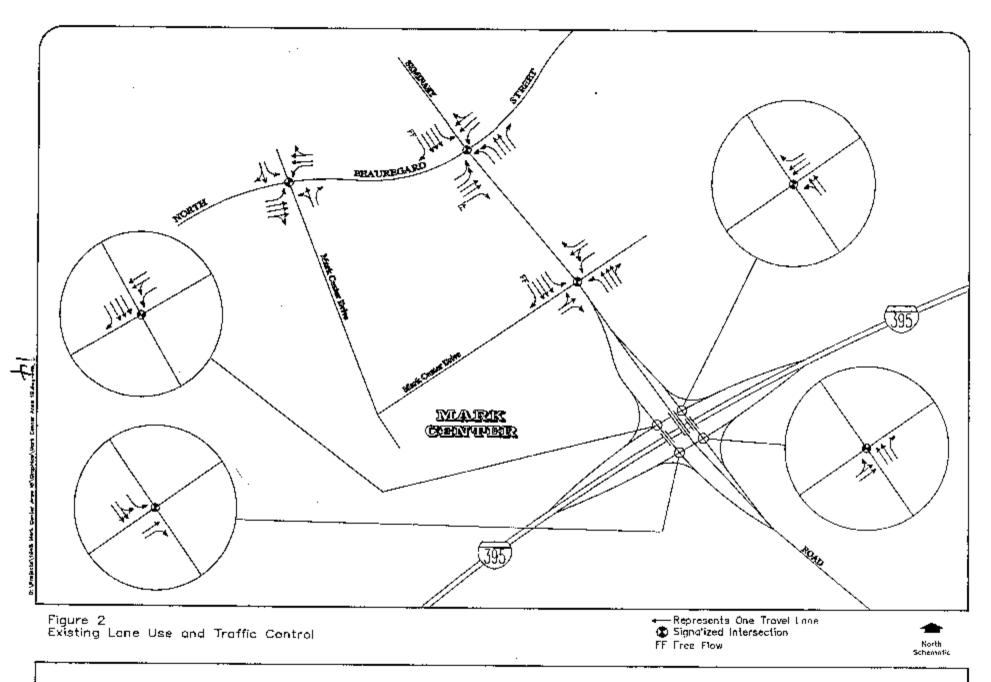
Existing intersection lane use and traffic controls in the site vicinity are shown on Figure 2.

**Seminary Road** is a six-lane primary arterial that provides access to Mark Center from I-395 and areas east and west of I-395.

Traffic signals are located on Seminary Road at North Beauregard Street, Mark Cenuer Drive, and I-395. These signals operate on a 100-second cycle length during the AM peak period and on a 110-second cycle length during the PM peak period.

The through movement on Seminary Road crosses above I-395 at a grade-separated interchange. Drivers exiting southbound I-395 at Seminary Road are prohibited from turning left onto Mark Center Drive by solid white pavement markings and a sign.

North Beauregard Street is a four-lane, median-divided, arterial roadway with a posted speed limit of 35 miles per hour (mph). Separate left turn lanes are provided on both approaches on North Beauregard Street at Seminary Road. Right turns are made from the outside through lanes, except on eastbound North Beauregard Street at Seminary Road.



Mark Center Parcels IA and 18 Alexandria, Virginio WELLS & ASSOCIATES, LLC.

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Future Network. Improvements proposed by The Mark Winkler Company to accommodate traffic generated by Parcel 1A and 1B include:

- Construction of triple left turn lanes from northbound Seminary Road to westbound North Beauregard Street.
- Construction of dual left turn lanes from westbound North Beauregard Street to southbound Mark Center Drive.
- Construction of dual right turn lanes from Mark Center Drive to Seminary Road.

The Mark Winkler Company has also preserved sufficient land for a night-of-way to allow construction of a roadway that would carry inbound traffic only from the southbound I-395 on ramp. This ramp would be used by traffic that approaches from both the north and south on I-395 and from the east on Seminary Road. In addition, non-site traffic from I-395 that would otherwise turn left from Seminary Road to Beauregard Street could use this ramp as an alternate route.

It is not anticipated that funding and construction of this ramp would be in place prior to the construction and occupancy of Parcels 1A and 1B. Thus, the alternative at-grade improvements to Seminary Road and North Beauregard Street, listed above, are proposed instead to accommodate Parcels 1A and 1B traffic.

#### Transit Services

Overview. Metro and DASH provide excellent bus service on North Beauregard Street. Two (2) bus lines connect the proposed office development with the Van Dorn Street, King Street, and Pentagon Metro Stations. Metrobus Line 7: Lincolnia-North Fairlington and the DASH A.T. 2 Red line operate on North Beauregard Street and Seminary Road. The Mark Winkler Company offers shuttle bus service to the Pentagon Metro Station as part of the Mark Center TMP.

Metrobus Service. Four (4) branches of the Metrobus Line 7 serve Orleans Village, Landmark Center, Lincolnia, Southern Towers, North Fairlington, Shirlington, and the Pentagon Metro Station. This line operates seven (7) days a week. On weekdays, it operates from approximately 5:30 AM to 12:00 AM, at five- to ten-minute peak period headways and 30-minute off-peak period headways. On Saturdays, it operates from 6:30 AM to 12:00 AM, at 30-minute headways. On Sundays, it operates from 6:00 AM to 12:00 AM, at 60-minute headways.

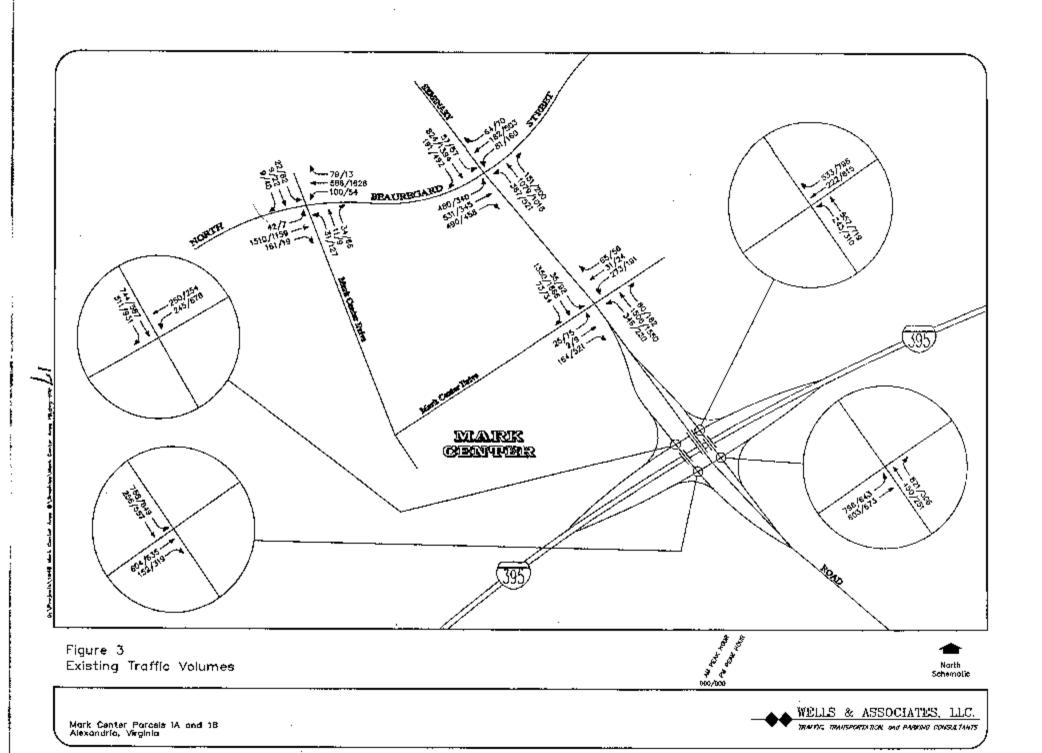
DASH Service. The DASH A.T. 2 Red line connects Mark Center with Old Town via Seminary Road, Janney's Lane, and King Street. This line operates seven (7) days a week. On weekdays, it operates from approximately 5:40 AM to 10:25 PM at 30-minute headways. On Saturdays, it operates from 7:30 AM to 11:00 PM, at 30-minute headways. On Sundays, it operates from 8:30 AM to 6:30 PM, at 60-minute headways. DASH passes are sold at the Crestar Bank in the nearby shops at Mark Center (formerly known as Hamlet Shopping Center).

Shuttle Bus Service. The Mark Winkler currently offers shuttle bus service between Mark Center and the Pentagon Metro Station. This service operates during weekdays between 6:00 AM and 7:10 PM. Service at 15-minute headways is provided during the morning peak period (6:00 to 9:00 AM) and at 20-minute headways during the evening peak period (3:30 to 7:10 PM). An internal shuttle is provided during the lunch areas to transport office workers to area restaurants and shopping areas.

#### Existing Traffic Volumes

Counts of existing peak hour traffic were conducted by Wells & Associates at all of the study intersections. These counts are presented in Appendix A and summarized on Figure 3.

Figure 3 shows that Seminary Road presently carries approximately 3,700 to 4,500 vehicles per hour (vph) in both directions between I-395 and Mark Center Drive during peak hours.



North Beauregard Street west of Seminary Road prosontly carries approximately 2,100 to 2,700 vph in both directions during peak hours.

#### ANALYSIS

#### Existing Levels of Service

Existing levels of service were calculated at the seven (7) key off-site intersections based on the existing lane use and traffic control shown on Figure 2, the existing traffic counts shown on Figure 3, existing signal phasings and timings, the 2000 Highway Capacity Manual (HCM) methodology, and the Synchro5, Signal Coordination software. The results are contained in Appendix B and summarized in Table 1.

Table 1 shows that all seven (7) key off-site intersections currently operate at overall acceptable levels of service during both the AM and PM peak hours.

The North Beauregard Street/Mark Center Drive intersection currently operates at an acceptable LOS "B" during both the AM and PM peak hours.

The Seminary Road/North Beauregard Street intersection currently operates at an overall acceptable LOS "D" during both the AM and PM peak hours. The westbound North Beauregard Street approach operates at capacity during the PM peak hour, based on current signal timings.

The Seminary Road/Mark Center Drive intersection currently operates at an overall acceptable level of service (LOS) "C" during the AM peak hour and at LOS "D" in the PM peak hour. Traffic exiting Mark Center operates at capacity during the PM peak hour.

The four (4) intersections of I-395 and Seminary Road currently operate at an overall LOS "C" or better during both the AM and PM peak hours.

Table 1 Mark Center Parcels 1A and 1B Peak Hour Intersection Levels of Service

	Тур	anf Gui-ti	ng Traffic Volumes		id Traffic Volumos Conditions		raffic Votames Conditions <sup>1</sup>
itersection	Cen		PMC	AM	PM	AM	PM
		(100 sec)		(100 sec)	(110 sec)	(100 sec)	(110 sec)
1 North Beaurogard Street/Mark Center Orive	51	igna!					
	Eastbound	8(10.8)	A(6.6)	D(45.4)	0(47.2)	0(61.7)	D(48.0)
	Westbound	8(14.1)	B(11.1)	B(12.6)	A(8.6)	B(16.7)	A(9.3)
	Northbound	D(38.0)	D(38,7)	G(32.7)	C(27.8)	C(32.1)	C(33.6)
	Southbound	D(35,9)	D(37.2)	D(43,4)	C(32.6)	2(42.8)	0(31.9)
	Overall Intersection	B(13.0)	B(13.1)	C(30.2)	C(24.8)	C(34.4)	C(25,7)
North Beauragard Street/Sciningry Road	Si	ignal					
The state of the s	Easthound	D(40.9)	D(51.0)	0(53.9)	C(31.5)	D(52.6)	6(31.8)
	Westbound	D(38.6)	F(84.4)	D(43.0)	D(53.0)	D(45,1)	D(53.6)
	Northbound	C(34.3)	D(49.8)	B(12.5)	B(19.2)	B(19.3)	B(19.1)
	Southbound	C(25.1)	C(29.4)	D(45.8)	D(47.9)	D(45.7)	D(48.7)
	Overall Intersection	G(34.3)	D(48,9)	C(30.9)	C(34.3)	C(33.8)	C(34.6)
		, .	_,,,	2(27.2)	alamal	5,00.01	5,55,
Seminary RocktiMark Conter Drive		gnel					
	Eastboured	C(29.1)	F(160.0)	B(16.1)	D(47.6)	B(14.0)	D(54.9)
	Westbound	D(43.8)	D(4B.7)	2(49.3)	D(51.6)	D(50.2)	E(65.3)
	Northbaund	C(34.5)	ß(19.8)	C(28.3)	G(30.3)	C(34.9)	D(39.7)
	Southboursd	B(11.9)	<u>D(</u> 36,7)	A(5,4)	<u>C(20.4)</u>	A(7.3)	D(53.1)
	Overall Intersection	C(26.8)	D(46.6)	C(21.7)	C(29.8)	C(28.0)	D(49.5)
1-395 \$6 Off-Ramp/Sominary Road	Si	gnal					
• •	Westbound	Č(22.2)	C(21.5)	C(22.2)	C(23,7)	C(22.2)	C(23.7)
	Northbound	B(17.5)	C(22.6)	C(21.3)	B(11,6)	C(22.8)	B(11.2)
	Overall Intersection	B(18.5)	C(22.2)	C(21.5)	B(16.0)	C(22.7)	B(15.7)
1-395 SB On-Ramp/Seminary Road	e;	gnal					
1 320 32 31 Natificoniiida   1000	Westhound	C(26.3)	B(10.7)	G(23.5)	B(13.9)	C(22.7)	B(14.2)
	Southbound	B(10.0)					
	Overall Intersection	B(16.5)	Q(26,4)	A(3.7)	A(8.0)	A(0.1)	A(9.1)
	Overall intersection	D(16/2)	B(16.8)	B(11.3)	B(11.0)	D{13.7}	B(11.5)
1-395 NB Off-Ramp/Seminary Road		gnal					
	Eastbound	8(17.7)	B(16.2)	C(33.5)	C(21.6)	D(4B.4)	C(22.1)
	Southbound	B[13.3]	D(38.3)	B(16.1)	D(41.5)	B(16.3)	D(50.3)
	Overall Intersection	B(15.2)	G(29.4)	C(24.7)	C(34.1)	G(32.7)	D(40.0)
1-395 NB On-Ramp/Seminary Road	Si	gnal					
	Eastbound	C(21.7)	C(21.3)	C(27.3)	D(38.1)	D(47.5)	D(47.6)
	Northbound	C(22.9)	C(25,9)	C(27.3)	C(22.4)	G(22.9)	C(22.4)
•	Overall Intersection	C(22.0)	C(21.3)	C(26.3)	D(36.0)	D(42.6)	D(44.4)
	Crarkii iiitoi eootioli	C(220)	-(£1.3)	L120.37	G(36.0)	D(42.0)	E(44.4)

Notes:

<sup>1</sup> Optimized conditions include reallocation of green time to critical movements and signal coordination adjustments as performed by Snychro.

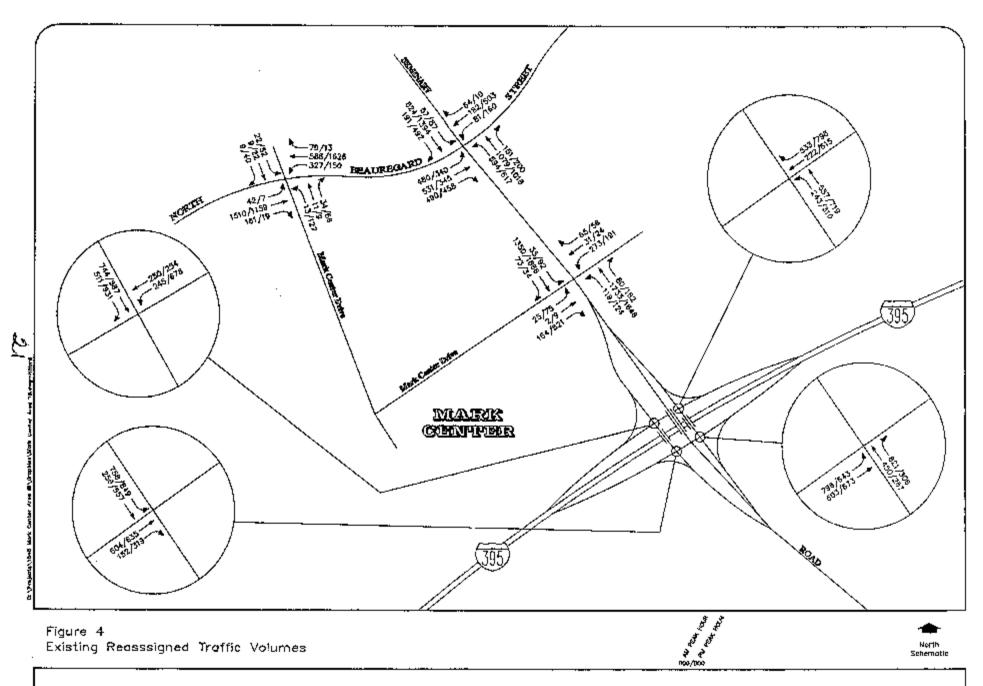
Long queues of vehicles were observed on the northbound I-395 off-ramp due to: (1) heavy traffic volumes proceeding across the southbound Seminary Road lanes and turning left onto northbound Seminary Road and (2) existing traffic signal timing and phasing. This northbound off-ramp movement operates poorly during the AM peak hour due to weaving movements between the closely-spaced intersections, including the HOV ramp intersection with westbound Seminary Road. These movements contribute to delays that are not reflected in the HCM analysis.

#### Re-assignment of Existing Traffic Volumes

As noted above, some motorists accessing Mark Center from T-395 execute an illegal turning maneuver, turning right from the westbound I-395 off ramp to northbound Seminary Road and then almost immediately turning left at Mark Center Drive.

Traffic counts conducted by Wells & Associates indicate that 227 AM peak hour motorists and 96 PM peak hour motorists currently execute this illegal maneuver. For purposes of this analysis, all of these turning movements were reassigned to access Mark Center Drive via North Beauregard Street. Figure 4 shows the reassigned existing AM and PM peak hour traffic volumes.

If, in the future, enforcement measures are not sufficient to eliminate this illegal maneuver, geometric modifications may be necessary. These geometric modifications could include the extension of the left turn lane from Seminary Road to Mark Center Drive to a point south of the gore area between the Seminary Road through traffic lanes and the Seminary Road lanes carrying T-395 ramp traffic, and construction of a raised concrete median between the Seminary Road left turn lane and through lanes.



Mork Center Parcels IA and 18 Alexandria, Virginia WELLS & ASSOCIATES, LLC.

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#### Ambient Traffic Growth

Traffic counts at the Seminary Road/North Beauregard Street intersection collected in May 2002 were compared to counts collected in June 1994. This comparison indicates an overall decrease in peak hour traffic volumes of 2.74 percent over the eight (8) year time frame, or a reduction of 0.34 percent per year.

Based on these historic traffic trends, no ambient traffic growth was considered in this analysis.

#### Traffic Generated by Other Approved Developments

This traffic study takes into explicit account traffic that would be generated by the 1,368,500 S.F. of office space approved on Parcel 1A and the releasing of approximately 346,000 S.F of office space in two Mark Center buildings located at 1801 and 2001 North Beauregard Street.

The number of AM and PM peak hour trips that would be generated by these developments were estimated based on standard ITE trip generation rates and a 10 percent transportation management plan (TMP) trip reduction. This reduction is based on the existing and proposed TMP, including the existing and proposed expansion of the Mark Center shuttle service, the availability of transit bus service to the site, and other TMP measures.

As shown in Table 2, these developments are expected to generate a total of 1,801 AM peak hour trips, and 1,872 PM peak hour trips, upon completion and full occupancy.

Table 2
Peak Hour Trip Generation
Mark Center Phase 1A and Existing Building Re-Leasing

	Land			AM I	Peak H	łour	PM Peak Hour		
Building/Land Use	Use	Size	Units	Įū	<u>Oul</u>	Total	<u>[n</u>	<u>Out</u>	<u>Total</u>
1801 and 2001 North Beauregard Street	Office	345,627	S.F.	441	60	501	79	387	467
Phase 1A Remaining Development	Office	1,368,500	S.F.	1,320	181	1,500	275	1,339	1,613
Transportation Management Plan Trip Reduction at 10%				( <u>176</u> )	( <u>24</u> )	(200)	( <u>35</u> )	( <u>173</u> )	( <u>208</u> )
Total		1,714,127	S.F.	1,585	217	1,801	319	1,553	1,872

#### Directions of Approach

The directional distribution of trips generated by the proposed office development was estimated based on existing traffic patterns. Approximately 38 percent of the site traffic approaches Mark Center from I-395 to the north and south, approximately 20 percent uses Seminary Road from the southeast, 20 percent uses North Beauregard Street from the northeast, and two percent approaches from the Southern Towers apartments.

#### Background Traffic Forecasts

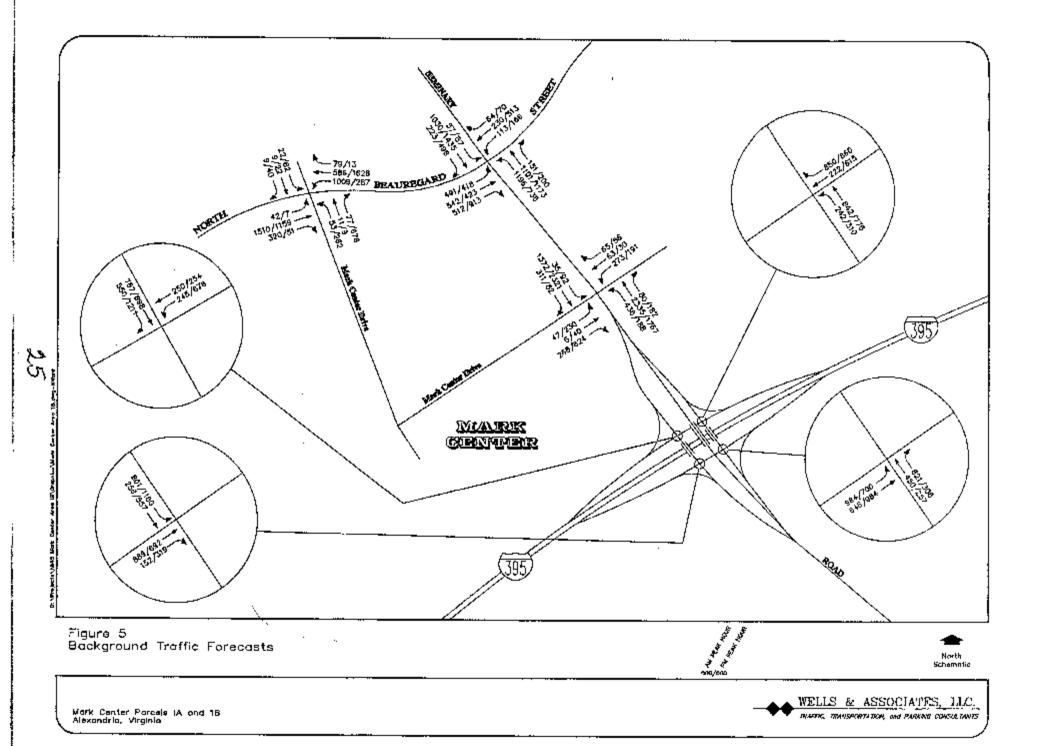
Background traffic forecasts, shown in Figure 3, represent the sum of the existing reassigned traffic volumes shown in Figure 4 and traffic generated by other approved development projects assigned to the area road network based on the directional distribution discussed above.

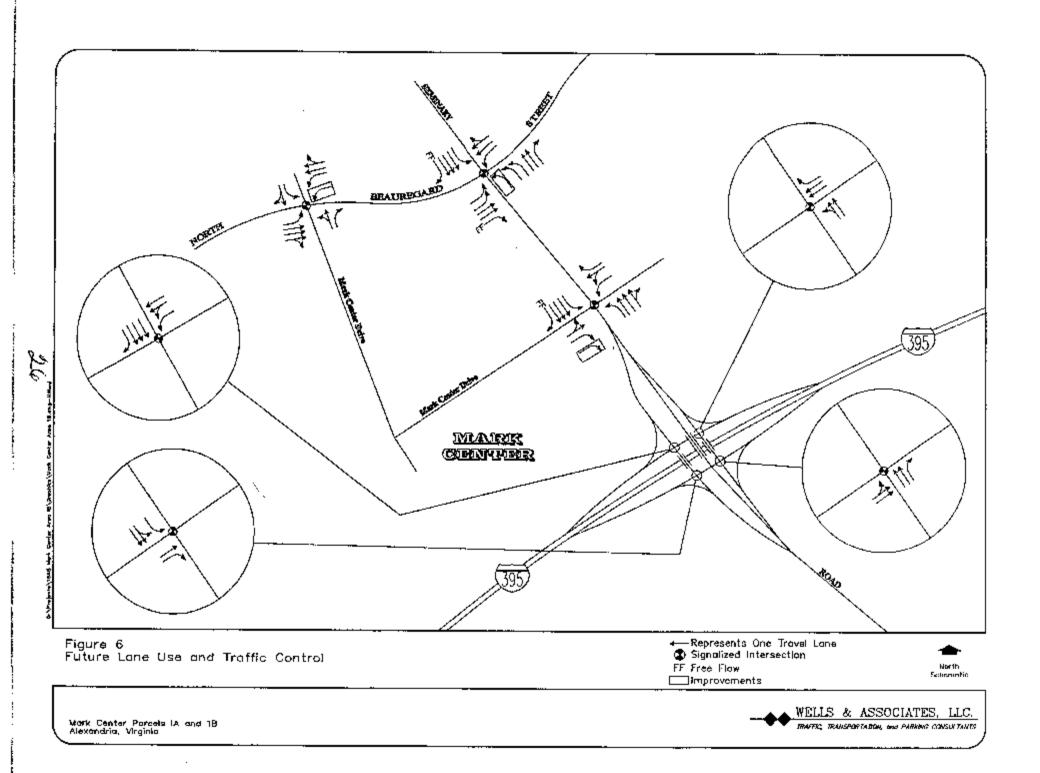
#### Proposed Roadway Improvements

The approval of the full development of Mark Center Parcel 1A was conditioned by the City of Alexandria upon the construction of the right-in only access to Mark Center from the southbound I-395 on ramp or other readway improvements that would adequately accommodate traffic generated by the proposed Parcel 1A development.

Because it is not anticipated that funding and construction of this improvement will be in place prior to the construction and cocupancy of Parcel 1A, other network improvements are proposed to accommodate Parcel 1A and 1B traffic in lieu of this future improvement.

Other improvements proposed by the Mark Winkler Company to accommodate traffic generated by Parcel 1A and 1B are shown on Figure 6 and include:





- The provision of triple left turn lanes from northbound Seminary Road to westbound North Beauregard Street and signal timing adjustments.
- The provision of dual left turn lanes from westbound North Beauregard Street to southbound Mark Conter Drive and signal timing adjustments.
- 3. The provision of dual right turn lanes from castbound Mark Center Drive to southbound Seminary Road and signal timing adjustments.

# Background Future Levels of Service

Future levels of service without development of Parcel 1B were calculated at the seven (7) key off-site intersections based on the proposed lane use shown on Figure 6, the background future traffic forecasts shown on Figure 5, the HCM analysis methodology, and the Synchro5, Signal Coordination Software. The results are contained in Appendix C and summarized in Table 1.

Table 1 shows that, with the proposed roadway improvements, each of the studied intersections would operate at overall acceptable levels of service during both the AM and PM peak hours. All intersection approaches would operate at LOS "D" or better during both the AM and PM peak hours. It is anticipated that long queues would persist along the northbound I-395 off-ramp but would not extend into or affect the through lanes.

#### Site Trip Generation

The number of AM and PM peak hour trips that would be generated by Mark Center Parcel 1B were estimated based on standard ITE trip generation rates and a 10 percent transportation management plan (TMP) trip reduction to account for the existing and proposed expansion of the Mark Center shuttle service, availability of transit bus service to Mark Center, and other TMP measures.

As shown in Table 3, Parcel 13 is expected to generate 481 AM peak hour trips, and 449 PM peak hour trips, upon completion and full occupancy.

#### Total Future Traffic Forecasts

The site-generated trips were assigned to the proposed roadway network based on the directional distribution discussed above. The site traffic assignment is shown on Figure 7. Those assignments were then added to the background traffic forecasts shown on Figure 5 to yield the total future traffic forecasts shown on Figure 8.

It is noted that all traffic generated by Parcel 1A and 18 approaching the site from I-395 was routed along Seminary Road to North Beauregard Street then to Mark Center Drive instead of accessing Mark Center Drive directly from Seminary Road. Inbound site traffic routing is shown on Figure 9 to illustrate this specific traffic assignment.

Geometric modifications to the Seminary Road left turn lane into Mark Center Drive may be necessary to accomplish this traffic distribution.

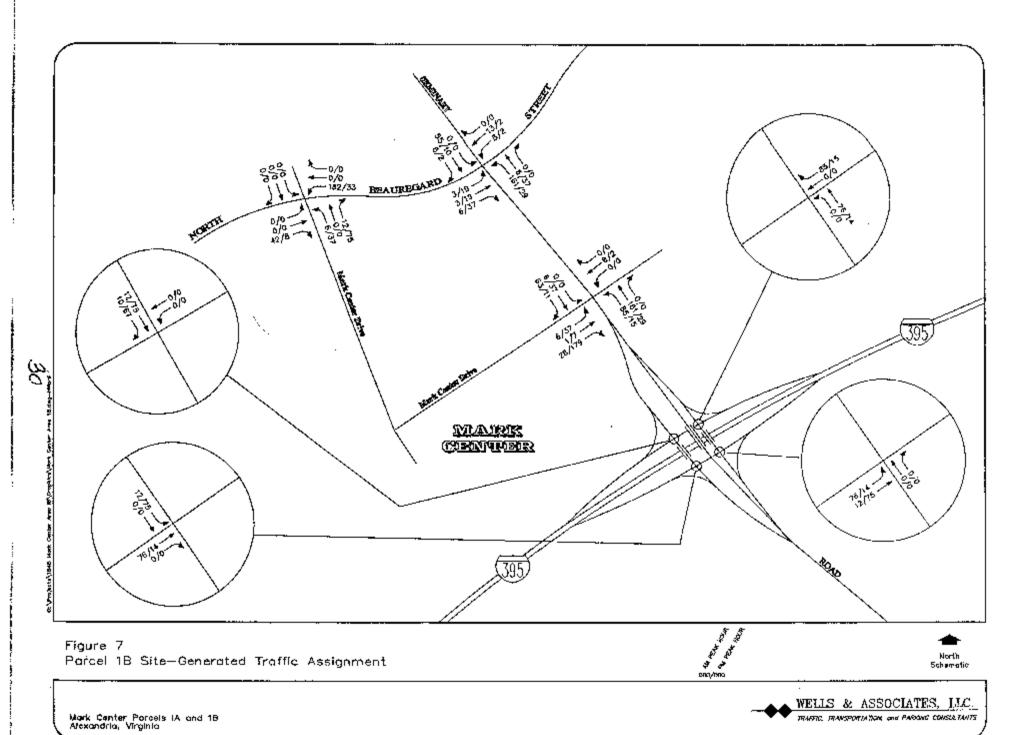
#### Total Future Levels of Service

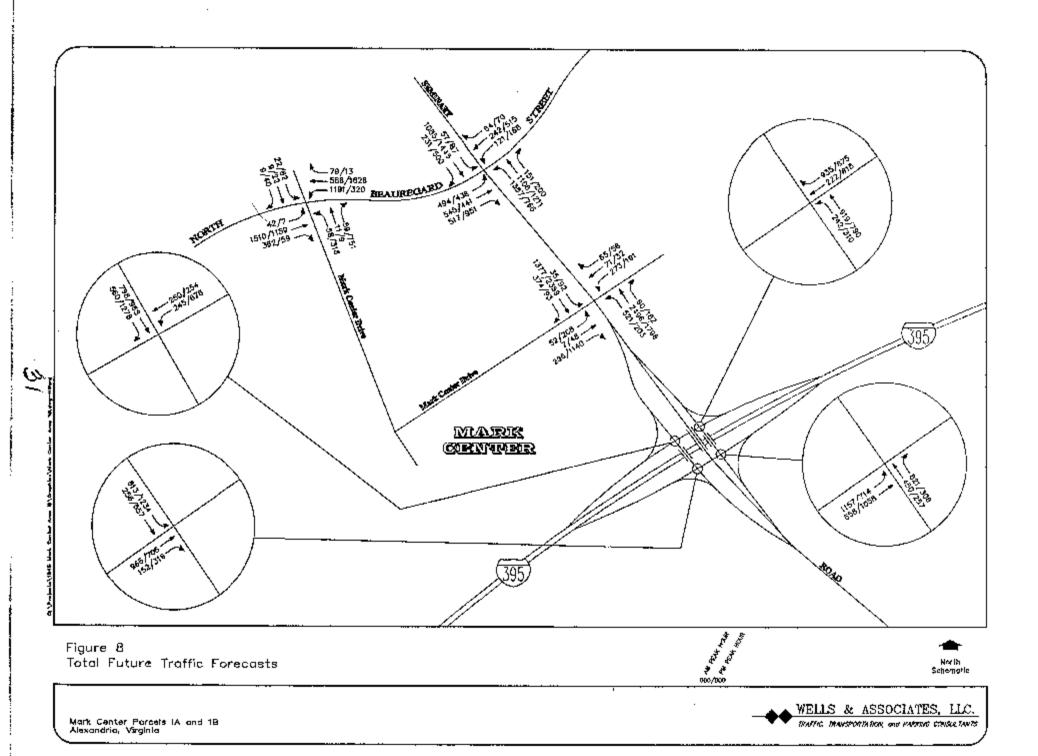
Future levels of service with Farcel 1B were calculated at the seven (7) key off-site intersections based on the future lane use shown on Figure 6, the total future traffic forecasts shown on Figure 8, and the HCM analysis techniques. The results are contained in Appendix D and summarized in Table 1.

As shown in Table 1, all intersections are forecasted to operate at an overall acceptable LOS "D" or better during both the AM and PM peak hours with full development of Parcel 1B, and with the proposed roadway improvements at the Seminary Road/North Beauregard Street and North Beauregard Street/Mark Center Drive intersections.

Table 3
Peak Hour Trip Generation
Mark Center Phase 18

	Land			AMI	Peak H	lour	PM Peak Hour		
Building/Land Use	Use	Size	Unils	Ιü	Qut	Total	ļn.	<u>Out</u>	<u>Total</u>
Mark Center - Phase 1B	Office	374,616	S.F.	470	64	534	85	414	499
Transportation Management Plan Trip Reduction at 10%				(47)	<u>(6)</u>	<u>(53)</u>	<u>(8)</u>	<u>(41)</u>	(50)
Total	Office	374,616	S.F.	423	58	481	76	373	449





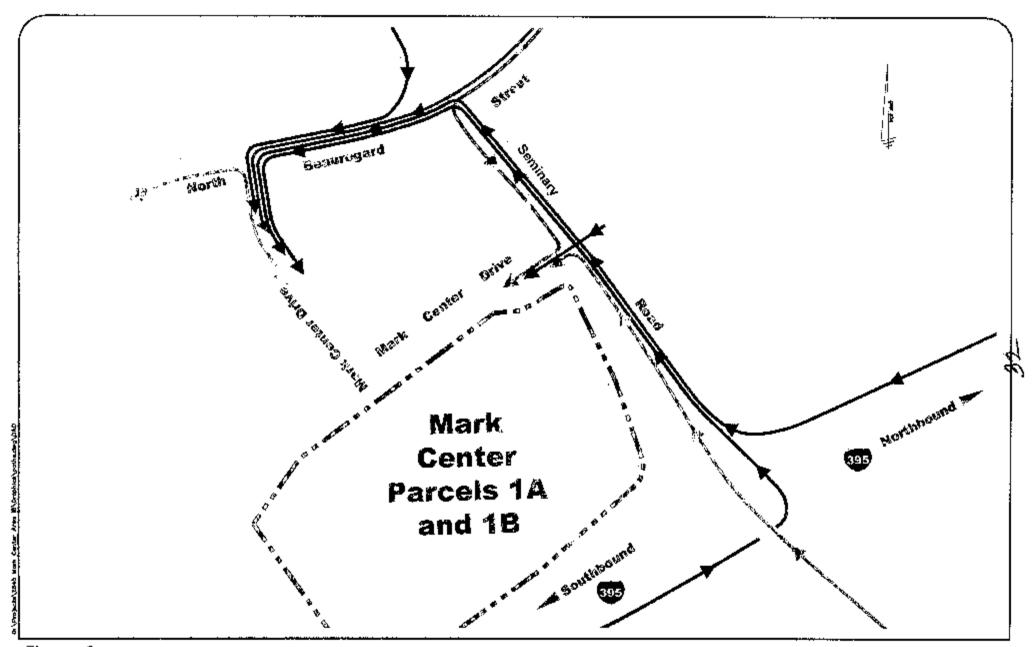


Figure 9 Inbound Site Traffic Routing

The North Beauregard Street/Mark Center Drive intersection is projected to operate at an overall acceptable LOS "C" during the AM and PM peak hours, with buildout of Parcel IB and the readway improvements detailed in Figure 6.

The North Beauregard Street/Seminary Road intersection is projected to operate at an overall acceptable LOS "C" during both the AM and FM peak hours. The improvements provided would decrease the overall delay at the intersection from that reported for existing conditions.

The Seminary Road/Mark Center Drive intersection will operate at an overall acceptable 108 "C" during the AM peak hour and at LOS "D" during the PM peak hour with buildout of Parcel 18.

Parcel 1B, at buildout, would account for only 4.4 percent of all traffic entering the North Beauregard Street/Seminary Road intersection during the critical AM peak hour and only 2.4 percent of the total intersection traffic during the PM peak hour.

All intersections of Seminary Road and the I-395 ramps are forecasted to operate at LOS "D" or better during both the AM and PM peak hours. The queues observed under existing conditions would persist along the northbound 1-395 off-ramp. With traffic signal timing adjustments, queues of 600 feet are forecasted during the AM peak period along the northbound I-395 off-ramp. The I-395 northbound off-ramp could be re-striped to provide one (1) exclusive through lane and one (1) combination through-right turn lane. With this change, the movements at this intersection would operate at LOS "B" during the AM peak hour and at LOS "D" or better during PM peak hour. AM peak period queues are forecasted to be reduced to 300 feet. The distance available for stacking at this intersection before queues extend into the I-395 mainline lanes is approximately 1,200 feet, thus, these queues would not extend beyond the junction of the ramp and the mainline freeway lanes. changes would require the approval of VDOT and the Federal Highway Administration.

## Queuing Analysis

Peak hour quoues at key intersections were forecasted using the SimTraffic Software and the total future forecasts. The results are contained in Appendix D and summarized in Table 4. Table 4 presents 95th percentile queues at buildout of Parcels 1A and 1B at the North Seauregard Street/Mark Center Drive, North Beauregard Street/Seminary Road, and Seminary Road/Mark Center Drive intersections.

Queues are not anticipated to spill over into adjacent lanes or upstream intersections. The analysis does show that during the PM peak hour, queues would develop on eastbound Mark Center Drive at Seminary Road and northbound Mark Center Drive at North Beauregard Street at two internal intersections. It is anticipated that with each signal cycle, vehicles that are part of queue at the internal intersections would move forward and then be processed through the signalized intersection.

<sup>&</sup>lt;sup>1</sup> Analysis completed using Synchro/SimTraffic Software Program with project specific Origin-Destination (OD) coding.

Table 4 Mark Center Parcol 1A & 1B Queue Analysis <sup>1</sup>

	Critical	Available		rafiic Volumes Conditions <sup>2</sup>	
nlersection	Study	Storage	AM - 100s	PM - 110s	
	Movements	(Feet)	(Feet)	(Feet)	
1 North Boauragard Street/Mark Center Drive					
_	Westhougel				
	LT - <b>1</b>	200'	228'	111'	
	LT - 2	670'	478'	123'	
	Thru/Ri-1,2	670'	13'	95'	
	Northbound				
	LT/Thru	250'	120'	267	
	Right	250'	51'	453'	
2 North Beauregard Street/Seminary Road					
	Eesibound				
	LT · 1	250'	112"	122'	
	LT - 2	690'	249'	218'	
	Thn:-1	690'	225'	276'	
	Thru-2	690'	247	174'	
	Йоциройий				
	LT - 1	250'	201'	145'	
	LT - 2	250'	243'	211'	
	LT - 3/Thru	630'	379'	385*	
	Thru-1	630'	385'	366'	
•	Thru/Rt-2	630'	306'	393'	
3 Seminary Road/Mark Conter Drive					
	<u>Eastbound</u>				
	LT	270"	62"	249	
	RT-1	270'	65.	355	
	RT-2	270′	43*	[346']	
	<u>Narthbound</u>				
	LŤ	300"	352	1431	
	Southbound			-	
	Tagu-1	63D*	144	245'	
	Thru-2	630	247'	392'	
	Thru-3	630"	532"	507'	
•	· RT	725	491	675'	
Nales:					

Queues shown would utilize taper area (typ. 100') without spillover to adjacent lane.

Additional storage area provided beyond internal intersection.

#### CONCLUSIONS

The conclusions of this traffic study are as %ollows:

- Parcels RA and RB are well-served by a connected network of public streets and transit services.
- The streets and intersections in the site vicinity are heavily-traveled but currently function at acceptable levels of service during peak hours.
- 3. The releasing of vacant office space at 1801 and 2001 North Beauregard Street will add 451 AM peak hour trips and 420 PM peak hour trips to the public road network.
- Mark Center Parcel IA will generate an additional 1,350 AM peak hour trips, 1,451 PM peak hour trips, upon completion and full occupancy.
- 5. Mark Center Parcel 1B will generate an additional 481 AM peak hour trips and 449 FM peak hour trips upon completion and full occupancy.
- 6. All study intersections are forecasted to operate at level of service (LOS) "D" or better during both the AM and PM peak hours, with the additional traffic generated by full buildout and occupancy of Parcels IA and LB, with the following road improvements:
  - a. Construction of a third left turn lane from northbound Seminary Road to westbound North Beauregard Street.
  - b. Construction of a second westbound-to-southbound left-turn lane at the North Beauregard Street/Mark Center Drive intersection.
  - c. Construction of a second eastbound-to-southbound right turn lane from Mark Center Drive to Seminary Road.

#### TRANSPORTATION MANAGEMENT PLAN

#### INTRODUCTION

### Background

This section presents a Transportation Management Plan (TMF) for Mark Center Plaza I (Parcels 1A and 1B), as required by the City of Alexandria Ordinance No. 3204.

### Objective

The Zoning Ordinance Section 11-700 requires that office developments such as Mark Center Plaza I obtain a transportation management special use permit. The goal of a TMP is to "reduce the proportion of single occupancy vehicle (SCV) trips and to increase the use of transit, carpools, and vanpools, during the peak hours, or to spread the number of SOV trips outside of the peak hours."

Zoning Ordinance of the City of Alexandria, Section 11-700.

Transportation Management Plans: Alexandria, Administrative Guidelines Procedures and for Preparation of Traffic Impact Studies and Transportation Management Plans for Ordinance No. 3204, June, 1988.

#### Development Program

The Mark Winkler Company proposes to develop 1,743,116 S.F. of office space on Mark Center Parcels 1A and 18.

#### TMP STRATEGIES

#### Overview

The Mark Center TMP Plaza I TMP will include the following strategies:

- 1. Designation of a Transportation Management Plan Coordinator (TMPC).
- Provision of shuttle bus service to the Pentagon Metrorail station.
- 3. Reservation of parking spaces for flex-time employees.
- Reservation of convenient parking spaces for carpools and vanpools.

Each of these components is described below.

## Transportation Management Plan Components

1. Transportation Management Plan Coordinator. The Mark Winkler Company's Commercial Property Manager of Alexandria properties has been designated as the Transportation Management Plan Coordinator (TMPC) for Mark Center.

Specific duties of the TMPC include:

<sup>&#</sup>x27;For details, see Special Use Permit #95-0143 dated December 16, 1995.

- Coordination and operation of the Mark Center shuttle bus service connecting Mark Center with the Pentagon Metrorail station during peak commuter time periods and providing on-site service during mid-day hours.
- Publicizing and promoting the use of transit, carpools/vanpools, and a staggered work hour program, and other components of the TMP with current and prospective tenants and employees.
- Displaying and distributing information about transit, carpool/vanpool, and other TMP programs.
- 4. Administering a ridesharing program.
- 5. Providing annual reports to the City of Alexandria, including an assessment of the effects of TMP activities on Mark Center shuttle ridership, carpooling, vanpooling, other transit rider-ship, and peak hour traffic, as reflected by an annual survey of employees; an accounting of receipts and disbursements of the TMP account; and a work program for the following year.
- 6. Administering on-site sale of appropriate transit fare media, subject to agreement by providers of transit services to furnish such media on consignment. This requirement may be satisfied by agreement by another party to sell such transit media at a location convenient to the project.
- 7. Monitoring and enforcing the use of reserved parking spaces for carpools and vanpools.
- 8. Participating with other projects in the vicinity of the site and the City of Alexandria in the mutually agreed upon cooperative planning and implementation of TMP programs and activities, including the provision of enhanced bus service.
- 9. Encouraging office tenants to permit employees to participate in a staggered work hour program.

10. Administering other TMP activities.

The TMPC will continue to be directly responsible for all elements of the TMP and reporting to the City of Alexandria.

- 2. Shuttle Bus Service. The first priority of the TMP will be the continued and enhanced operation of the Mark Center shuttle bus services between Mark Center and the Pentagon Metrorail station. It is anticipated that such shuttle service may be extended to the Plaza I office uses. The additional revenues generated by Plaza I participation in the existing TMP will fund some of the additional costs incurred in extending/expanding this service.
- 3. Reservation of Flex-Time Parking Spaces. As dictated by demand, up to five (5) percent of the new parking spaces planned to serve Plaza I will be reserved until 9:00 AM for flex-time workers. To the extent that a garage is built in phases, the reserved spaces will be provided in proportion to the number of spaces available.
- 4. Reservation of Carpool/Vanpool Parking Spaces. As dictated by demand, up to five (5) percent of the new parking spaces planned to serve Plaza I will be reserved until 10:30 AM for carpools and vanpools. After 10:30 AM, these spaces will be available for general use. To the extent that a garage is built in phases, the reserved spaces will be provided in proportion to the number of spaces available.

#### Transportation Management Plan Fund

Purpose. In 1988, a TMP fund was established by the Mark Winkler Company. This fund is used to provide on-site employee shuttle bus service, on-site employee transit fare media discounts, cash prizes, and for other TMP activities as proposed by the applicant and approved by the Director of T&ES.

Funding Level. The TMP fund shall be funded by the Mark Winkler Company at the current annual rate per net occupied square foot of commercial space for the Plaza I office buildings.

Construction of Plaza I will likely be in phases. The obligation to pay the TMF contribution will be on a building-by-building basis. The shuttle bus service shall take priority for the use of such TMP funds.

Use of Unencumbered Funds. Any unencumbered funds remaining in the TMP account at the end of each reporting year may be reprogrammed for the TMP activities during the ensuing year for the property that generated such excess funds or may be paid to the City for use in transit or midesharing programs and activities.

#### Coordination with Other TMP's

The Mark Winkler Company will, to the extent practicable, participate with the City and other developments in the area, in cooperative planning and implementation of TMP programs, including mutually agreed upon enhancements of bus service.

#### TMP Modifications

Subject to approval by the Director of T&ES, the Mark Winkler Company may modify approved TMP activities or add TMP activities, provided that any changes are consistent with the goals of the TMP.

#### SUMMARY

The Mark Center Transportation Management Plan, office component, will consist of the following strategies:

- 1. Designation of a Transportation Management Plan Coordinator (TMPC).
- Provision of shuttle bus service to the Pentagon Metrorail station.
- 3. Reservation of parking spaces for flex-time employees.
- Reservation of convenient parking spaces for carpools and vanpools.

Appendix A

Existing Traffic Counts

McLean, Virginia

Existing	Eraffic	Coun	t																		
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7 30-9:30	71	676	114	760	34	8	21	63	139	1,520	4=	1,703	7	7	17	31	2,463	94	2,557	0.92	,7:30-8:30
7 45-9:45	79		100	747	34	11	31	76	161		42	1,715	9	5		40	2,460		2,576		7.45-3.45
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6:15-6-20	1	425	7	426	29		29	71 53	8	331	1		15.	4		40 40	744	115			5.00-515 5.15-530
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8:00-7:00	11		20		33	7	68	108		988	4	1,020	39	24	ś:	114	2,676	222	2,798		6:00-7.00
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McLean, Virginia

∳ É PROJECT.		Me/k C	wales M	EA				DATE:		5/22/20	02		SOUTH	IBOUND	ROAC		N Been	regant S	Strae:		
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6:45-7:45	42	122	20	227	172	843	234	1,206	491	379	414		148	797	39	1,074	1,530		3,750		6:45-7:45
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7:30-R:20	54	182	8.	277	151	1,079	367	1,597	490	551	480	1,501	191	824	57	1,072	1,828	2,589	4,457		7:97-8:30
7,45-8,45	56	198:	85	545	145	1,137	352	1,635	478	492	490	4,460	178	777	51	2,009	1,609	2,841	4,450	0.96	7:45-6:46
a.pu-9.00	67	183	98	348	147	1,164	344	1,655	4/0	502	472	1,444	195	733	40	958	1,797	2,623	4,415	0.65	8:00-9:00
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7:30-8:30	54	182	81	227	151	1,079	357	1,697	490	<b>#</b> 31	490	1,501	191	924	67	1.972	1,626	7,659	4,457	0.57	7:90-8:30
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5.15-5.30	23	113	48	182	48	237	130	413	110	75	68	253	121	342	22	<b>78</b> ₹	435	858	1,333		5:15-5:30
5:30-5:45	12	197	34	183	49	203	125	471	158.	\$8	98	902	130	327	28	485	185	958	1,441		5.30 5.45
5:45-8.C0	21	132	47	200	62	282	116	412	105	84	97	286	115	368	20	500	486	9:5	1,401		5:45-6:02
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8:55-5:30	13	77	38	128	84	235	128	425	98,	73	74	245	123	327	19	469	374	864	1,260		6115-6:30
6:30-6:45	16	108	40	165	54	248	111	413	95	\$7		273	101	263	13	397	438	810	1,248		6:30-6.45
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l'atais	187	1,209	473	1,969	562	2,966	1,411	4,533	1,193	944	925	3,052	1,403	3,849	202	5,454	5,021,	10,353	15,414		1
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5:00-6:00	של	903	<b>1</b> 5D	733	200	1,010	521	1,739	458	245	340	1,142	492	1,394	87	1,973	1,876	3,712	5,588	0.91	5:00-5:00

McLean, Virginia

PROJECT WisiA JOE INTERSEC LOCATION	SNO.	Mark C 1803 Seriilse Alexan			enter D	ı. _		DATE: DAM, WEATH COUNT INDUTE:	'ED BY. :C 3Y.	5/23/20 Wedne nice Margar egan	sday		NGR 1) WEST				Mark C Semina	em Lowe Hitter D any Rose any Rose	rive :		
Firne Parket	Sac 1 Right	South Watern T 2 Thru	ibbundi Idwers B I B Le'l	nt: Tala!	4 Sight		Turning baund ary Rose S Left	Movem \$ Tota		dark Cer 8 Tairu	5 L≞û	Total	10 Right		osund ny Road 12 I eft	Total	Мода <b>а</b> Бошф	Essi . & . Weel	Tulal	FHF	- Tyne Cefad
504 502-6:6 6:30-6:6 6:30-6:4 6:46-7:30 7:00-7:15 7:46-7:30 7:30-7:45 7:45-9:00 8:30-3:46 6:45-9:00	3 4 4 16 17 17 18 18 15 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16	3 2 6 10	36 45 84 77 46 70 65 66 66 57	41, 52, 81, 102, 65, 87, 58, 94, 120, 69, 76,	10 13 14 13 12 20 12 28 22 18 20 20	221 212	24 30 42 64 73 83 92 87 106 112 105	426 538 463	91 17 25 33 95 91 91 33 81 48 41 29	3 0 0 1 2 3 1 0 0 1 2 6		17 76 33 38 57 42 54 43, 52		21G 141 286 290 317 356 314 359 324 343 279 257	0 4 5 7 7 7 <b>2</b> 0 9 8	215 147 296 310 532 387 385 401 347 375 306 288	57 65 107 138 108 146 129 122 437 472 116	416 554 625 869 615 733 964 842 951	985 485 571 765 777, 961 362 986 976 1,123 824 835		5 00-6 : 5 5 15-6 20 5 30-8 4s 5 45-7 00 7 00-7 15 7.15 7.30 7 20-7 45 7.45 8.00 2 00-8 15 8.15-8.30 8 30-8 45 8 45-8.00
3 Flour Totals	156	63	720	945	202	3,500	883	4,503	405	21	- 22	469	- 161	3,496	91 <sub>1</sub>	a,738	1,414	i इ.३४१	9,755		
1 Hour Totals 6.00-7 00 6:15-7 15 6:80-7 30 6.45-7 45 7:00-8 30 7:15-5 15 7:50-8.30 7:44-8:48 8.00-9:00	39 53 56 59 49 51 65 59	:0 17 24 28 27 30 31 27, 29	222 232 257 256 237 257 273 265 261	274 302 339 345 313 338 359 351 <b>36</b> 8	50 52 59 57 72 82 80 88 83	B23 1,022	1E5 2*4 257 266 314 328 346 357 414	:,095 1,189 1,326 1,428 1,626 1,784 1,937 1,912	86 110 144 192 170 189 184 172	10 6 4 N N N 8	4 4 / 14 15 15 15 15 15 15 15 15 15 15 15 15 15	97 120 180 178 190 196 191 186	30 36 43 48 56 63 73 77	927 1,034 1,259 1,267 1,366 1,373 1,350 1,315 1,203	11 15 23 28 33 34 35 35 37	962 1,095 1,326 1,354 1,455 1,470 1,458 1,428 1,315	374 422 449 521 505 534 560 547 533	2,033 2,274 2,673 2,842 3,091 3,254 3,360 3,365 3,227	2,404 2,696 3,172 3,363 3,589 3,736 3,900 3,912, 3,765	0.82 0.87 0.91 0.98 0.88 0.87	8 00.7 00 6 15.715 6 52-7 20 8 45-7 45 7 00.6 20 7 15-8 15 7 30-6 30 7-25-6 25 8 00-9 30
AM Pesk 7:30-8:30	55	31	273	855	Е0	1,566	346	- 1,932	164	2	25	191	: .5t	1,35D	35	1,458	560	3.390	a,950	68,0	AM Pask 7:30-8:30
PM 4:03-4:15 4:02-4:45 4:45-5:00 6:20-6:15 5:20-5:45 5:45-6:00 6:03-6:45 6:15-6:20 5:33-8:45 5:45-7:20	13 20 17 14; 15 15 11 20 17 20 17	5 4 2 7 6 6 9 4 4 2 4 3	58. 53 36 53 52 45 47 47 41 48 62 44	75 77 65 71 73; 69 62 55 76 64	26 37 45 48 49 44 38 52 45 22 39 35	977 975 332 984 954 354 388 459 878 425 386	57 36 55 50; 47 63 64 66 56 36 41	450 445 437 460 461 464 571 477 486 463 460	101 77 116 115, 146 106 117 106 57 57	6 2 N 5 2 4 0 8 1 2 D 6	6 1: 11 27 18 16 21 9 6	112 89 129 134 173 186 125 141 116 67 61	21 6 2 8 7 6 10 12 9 6 8 5 6	434 473 459 424 471 465 123 517 368 416 395 395	14 15, 9 12 23 23 22 27 20 19 21 26	469 495 467 444 498 485 455 456 395 442 420 423	186 185 184 205 245 235 192 203 171 192 137	813 943 904 910 948 934 935 1.127 972 936 883 883	1,367 1,108 1,088 1,115 1,194 1,152 1,157 1,330 1,043 1,068 1,075	,	4-00-4-15 4-15-4-30 4-30-4-44 4-45-5.00 5-20-5-15 5-15-5.00 5-20-5-45 5-25-6-00 6.00-2-15 6-15-9-30 6-30-6-45 6-45-7-00
Tabals	184	ēs	671	810	434	4,553	599	5 546;	1,205	32		1,390	97	\$,223	228	5,548	2,190	£1,154	13,384		· [
1 Hour Totals 4:50-5:30 4:75-5:15 4:20-5:30 4:45-5:45 5:15-8:15 5:15-8:15 5:30-6:30 5:45-8:45 5:00-7.00	84, 65, 61, 63, 63, 64,	16 19 24' 27 24 22 15 14	197 191 163 194 191 180 181 188	279 276 258 280 271 253 249 260 260	181 172 180 178 182 179 167 158 151	1,452 1,430 1,409 1,465 1,550, 1,571 1,625 1,620 1,561	108. 185, 216. 204. 220. 223. 237. 216. 191.	1,801 1,801 1,804 1,647 1,652 1,973 2,021 2,004 1,998	412/ 490/ 529/ 522/ 624/ 478/ 539/ 237/ 272/	14 12 13 11 \$ 6 6	37 \$3 60 65 75 62 64 42 31	462 524 602 593 605 648 440 385 312	37 23 22 30 34 35 39 32 \$6	1,787 1,824 1,806 1,773 1,866 1,751 1,722 1,896 1,570	51 57 84 77 82 92 88 87 85	1,876 1,904 1,860 1,860 1,992 1,639 1,849 1,841	742 870 870 878 878 801 698 643 572	3,676 3,705 3,656 3,727 3,944 3,553 3,670 3,618 3,674	4,418; 4,505; 4,568; 4,805; 4,820; 4,869; 4,568; 4,481; 4,142	0.94 0.96 0.95 0.91 0.68 0.68	4:00-6:00 4:05-5:05 4:30-5:30 4:46-5:45 5:00-8:90 5:15-6:15 5:20-6:30 6:45-6:45 5:00-7:20
PM Peak 5:00-6:00	<b>3</b> 6	24	191	271	182	1,550	220	1,952	521	9;	75	605	34	1,866	92	1,992	876	3,844	4,920	0.91	PM Peak 6:00-6;00

NoLean, Virginia

PROJECT WIRAJO INTERSE ECCATIO	BNO C'IGN	1803	enter Mi 82 on Ra tria ,VA		enirally	Fd.		DATE DAY: WEATH COUNT INPLIE	ED BY: D SY:	5/22/20 Webne Noe Emst V agan	scay				ROAD ROAD		i 296 S Semine	:2 ry 4000			ı·
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McLean, Virginia

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McLean, Virginia

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McLoan, Virginia

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4:45-5:00	민	미	0	미	이	C	0	٥	01	139	0	230	c	138	149	267	230	287	517		4:46-9:00
5°70-5:15	0	이	이	O,	ı۵	٥	미	0	61	136,	٥	197	Q.	189	185	374	197 <sub>i</sub>	374	671		5 00-5.15
5 (5-5.30	악	힉	-	먇	밁	9	0	°į	84	122		206	0	161	150	211	\$0≅	311	517		5:15-5:33
6:20-6:46 L	9)	9	9	D D	οį	a	٥,	약	77	187	De	238	٥	135	152	297	238	297	636		5:30-5.45
5.45-8.00 F	97	₽j	ᅊ	Ð	Pj	₽	ગ	아	75	142	05	218	0	163	218	391	218	381	599,		5:45-6:00
6:00-6:16	Ċ	맛	0	9	0	0	9	٥	79	171	[2	250	٥	139	195;	331	25C	334	684		6:00-6:1a
8°15-6 30	S	P	D	3	9	0)	9	5	91	162	٤	253	ū	122	239	381	250	261	614		8.15-8.30
5.30-6.46	9	- []	P	9	9	0)	Ç	5	74	159	5	233	٥	133	197	390	233	330	663,		6:30-6:45
6:45-7:00	3	의	D	ા	્	o]	٠	2	71	145	c	215	п	129	191	520	216	320	535		6.45 7:00
3 Hour				- 1	٠,											ļ			- 1		
Ictals	-	-	- 0	—əl-	<u>~</u> a	<del>  </del>	a	- U	830;	1,623	- 0	2,453	0	1,574	2,052	3,525.	2,453	3.526	8,079		
1 Hour				$\neg$	$\neg \uparrow$	$\neg$	$\neg +$	-	<del></del>				-		-a. ii	1	_,	1	1	-	<del></del>
Talals				- 1					j					1					- 1		
4:00-5:00	2	١	7	0	· G	D	С	٥	218	424	G	842	0	403	515	<b>∌1</b> 6;	642	S18	1,560	0.68	4100-5100
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4:33-5 30	٥	٥	٥	9	a	D	а	a	303	645	0	848	٥	616	714	1,333	848	:,333	2,161		4:30-5:30
4145-5145	9	9	0	의	인	2		٥	313	<b>5</b> 58	٥	871	이	623	F45	1,295	871	1,266	2,140	0.54	4:45-54\$
5100-6-00	0	0	a	얰	0	ç	2	0	297	582	٥	859	0		715	1,363	859	1,362	2,272	D 93	5.07-6-00
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5:30-6:30	민	막	0	약	0	٥	0	o i	327	637	0	ase;	ᅊ		¥14	1,373	959	1,373	2,332	0.96	5:30-6 <b>3</b> 0
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8.00-7:00	٩	٩	•	7	0	이	٥	아	315	637 [	_	952	이	523	822	1,345	852	1,345	2,297	0.54	6:00-7:00
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PM Peak	į	ا	اء			ا		_	,,,			اييا									PM Penk
5:45-6:45	D)	0	O	В	D		인	. 0	319	635	여	854		067	849	1,405	954	1,406	2,380	0.96	5:45-5:45

Appendix B Existing Levels of Service

<i>•</i>	<b>→</b> >		4 4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	1	4
Movement Est	1800-1800-1800-1800	, Seembleswiet	WERSINGE	SNEDS:	NBR.	SBC	SBT	SBR
Lane Configurations	<b>↑</b>	<u></u> ነ	. <u> </u>	4	7	₹,	1>	,,,,,,,,
ideal Flow (vphpl) 1900			1900 041900	219 <b>୪</b> ଡିଆ		900	1900	1900
Total Lost time (s) 4.0	NATIONAL PROPERTY OF THE PROPERTY OF THE	4.0 4.0	5 - 6 20 pt 20 80 e 18 pt 2 cm	4.0	4.0	4.0	4.0	
Lane Util, Factor		04.00 00.95		5110 <b>0</b> 16	1.00	1.00	1.00	
Frt 1.00	and the second s	1.00 0.98	disciplination of the	1.00	0.85	1.00	0.93	
Pit Protected 0.95		0.95 1.00		0.96	A 00	0.95	1.00	
Satd. Flow (prot) 1770		1770 3476	27.2.2.30763334.2.3034.3344	1797	<b>15</b> 83 1	770	1723	
Fit Permitted		0.09 31:00		0.82		0.73	1.00	
Satd. Flow (perm) 718	5012	160 3476		1521	1583 1	356	1723	
Volume (vph): 42	15101 16		79 331		34	. 22	9	9
Peak-hour factor, PHF 0.95			0.95 0.95	0.95		0.95	0.95	0.95
Adjufflow (vph)	6.5-12.6-7 T.T.25 25 25 6.6-T.	7. 1665 PM PARTIE (1998)	<b>83</b> (33)	12	∷36	.23	ં ેું 9	9
Lane Group Flow (vph) 44		0 105 700	0 0	45	36	23	18	<u> 0</u>
Turn Types pm+p	fyran silling.	pm+pt	Perm.	900 P	m+ov F	erm.		82.80
Protected Phases 7	4	3 8	n i van 10 ook water in 10 oo 1	2	<b>3</b>		<b>6</b>	
Permitted Phases		8 200			( Z. )	€ <b>76</b>		1800
Actuated Green, G (s) 67.4		76.0 68.1	and a second responsibility of the second second second second second second second second second second second	16.0		16.0	16.0	44
Effective Green, g (s) 67.4		76.0 % 68.1		160		16.0	16.0	
Actuated g/C Ratio 0.67		0.76 0.68		0.16 333 <b>4</b> 3683		0.16 3456	0.16 34.0%	040048454
Clearance Time (s) 4.	V2// <b>4.0</b> 00000	4.08840	esta e e constituir de la constituir de la constituir de la constituir de la constituir de la constituir de la		×4.0		3.0	3033
Vehicle Extension (s) 3.0		3.0 3.0 258%2367		3.0	3.0 34513.3	3.0	276	\$ 624(C)
Lane Grp Cap (vph) 352:		Market Strategy and Company of the C	CONTRACTOR NOTES IN A STREET	6 44 5 E	%99₹&& 0.01	217	0.01	. 28002
v/s Ratio Prot 0.00		c0.03 0.20	 	000000000000000000000000000000000000000		0.02	0.01 2000000	90000000
	Coccools in account to a co-			0.19		0.02 0.11	0.07	\$277.50
v/c Ratio 0.08 Uniform/Defav. d1		0.41 0.30 6.9 6.4		v.19 ≶% <b>36%</b> 4€%		35 9 ×	35:7°	1,829,003
		1,40 2.24		0.96	3698038 1.43	29.72 1.00	1.00	:00 XXX
		1,40 Z.Z4 1000000668888866	19.8.220.9278.73.747.757.757	0.90 %%%@@%	1.43 82020	0.2	**************************************	<b>10</b> 001300
TO COURT AND THE CONTROL OF THE SECOND STATES OF THE SECOND STATES OF THE SECOND SECON		10,6 <b>14.6</b>		%⊚%¥%© 35.1		३४८) 36.1	35.8	2002/03/6
Delay (s) 5.5 Level of Service	)	10,0 10,000,000,000,000	197 <b>2232</b> 735575574	33.1 See 1888	20 <b>88916</b> 883	2000	(` <b>⊘</b> D')	19804
Approach Delay (s)	10.8	::::::::::::::::::::::::::::::::::::::	O MANAGAMAN NA SANGAN	38.0	2006/259,600	(1) (B) (8)	35.9	10125002
Approach £08	10.0 Nanasa	CONTRACTOR SERVICES	SEESONSSEESONS TO TO THE	(350 <b>.0</b> (350 <b>.0</b> 00)	82853238	33350.44	989 <b>0</b> 0	56705005
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Intersection Summary 3		0.08844.08860		360 238	(3,000 Q ) (1)	***		850 B
HCM Average Control Délay	<u>),                                    </u>		vel of Service		. В		·#7237,#11	riikid.
HCM Volume to Capacity ratio			ng transportation (not become a construction of the construction o	90000000000000000000000000000000000000	entalisa at memo	gegegeger dans	esencia se in	003665550
Actuated Cycle Length (s)	100.		iositime (s)		OIZ U	60%B		
Intersection Capacity Utilizatio	n 53.69	% ICU Let	vel of Service	wasanaa	A Sostanara	2 <b>2</b> 2000000	oboekoonii Oboekoonii	*******
o ZCrijical/Lane Group						186.73		2500000

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Movement	SEB2	SEBB	KEBRIKWES	<b>WET</b>	OVER:	NBL.	NBT)	NBR	SBL	%\$ <del>B</del> T.	S\$BR
Lane Configurations	ሻሻ	ተተ	*	ተጉ		ቾኝ	<b>†</b> †	7	<u> ነ</u>	<u>ት</u> ተ	
ideal Flow (vphpl)	1900	1900	1900 1900	1900	1900	1900	1900:	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	
Lane Util, Factor	0.97	0.95	(1.00 <b>0)</b>			.0.97	0.95	1.00	1.00	. 0.91	. 23/02/
Frt	1.00	1.00	1.00			1.00	1.00	0.85	1.00	1.00	
Fit Protected	90.95	1.00	0.95			(10, <b>95</b> )		4 00	0.95	1:00	
Satd. Flow (prot)	3433	3539	1770			3433	3539	1583	1770	5085	
Fit Permitted	0.95	1.00	);;;(0. <b>3</b> 2			.00,95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539	602		· · · · · · · · · · · · · · · · · · ·	3433	3539	1583	1770	5085	
Votume (vph)	480	53.1	0 % 81		64	367	1079	151	57	324	0
Peak-hour factor, PHF	0.95	0.95	0.95 0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95
AdjaFlow(vph)	505	559	0.333.85		67.	386	1136	159	60	<b>8</b> 67	.000.0
Lane Group Flow (vph)	505	559	0 85		0	386	1138	159	60	867	0
Tum Type	. Prot					::Prot		Perm	Prot		
Protected Phases	7	4	3	8		5	. 2		1	6	
Permitted Phases						81.26°.		2 2			
Actuated Green, G (s)	15.0	20.8	21.0			14.4	44.1	44.1	7.5	37.2	
Effective Green, g (s)	16.0		<b>23.0</b>		3,3786	35.4	% <b>45</b> .1	<b>%45</b> d	8.5	38.2	
Actuated g/C Ratio	0.16	0.22	0.23			0.15	0.45	0.45	80.0	0.38	
Clearance Time (s)	<b>5.</b> 5.0	<b>5.</b> 0	600			88 <b>5</b> 0	5.0	5.0	5.0	<b>3,5</b> 0	
Vehicle Extension (s)	3.0	3.0	3.0			3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (Vph) 👯	<b>5</b> 49	772	299			529	1596	7714.	×150	1942	
v/s Ratio Prot	c0.15	c0.16	0.03			c0.11	c0.32		0.03	0.17	
ws Ratio Perm			\$ 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		80 (1 X	V. B. K	240	0.10			
v/c Ratio	0.92	0.72	0.36			0.73	0.71	0.22	0.40	0.45	
Uniform/Delay of	91.4	36.3	31.2			40.3	22.2	,16.8	43.3	<b>%23.0</b>	2000
Progression Factor	0.84	0.74	1.00			1.02	1.32	1.62	1.00	1.00	- 41 - 101 - 2-
Incremental Delay, d2.	18,4	<b>₩2</b> .9×	200			× 43	3,23	0.6.	1.7	.⊹0.7	
Delay (s)	53.3	29.6	32.1		ora-remocestic	45.2	31.6	27.8	45.1	23.8	
Level of Service.	∵ ⊗b	(% C)		≫ D		(* P)	S. C.	SeC.	S D	y, c	
Approach Delay (s)	a <b>ne</b> automa	40.9	n na rivar ann ann an an mar ann a	38.6	a annae ann an an ann ann ann ann ann an		34.3	alternative contributions	and the second second second	25.1	
Approach LOS		## D		× XVD		10	$\mathscr{R} \otimes \mathcal{C}$		%(/%)	8685 G	3888
Intersection Summary	33.45°		10000000000000000000000000000000000000	2000		333280	99 <del>9</del> 9733	2000 Sept.	C26/263	2233	36 <b>38</b> 200
HCM, Average: Control; D	ela.	Section Control	34.3	HCMI	vel of Se	eviće	900 0 10 10 10 3 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	en samentation Of sates	11. ( ) * (	2.00 Dag	2.00.884432
HCM Volume to Capacit		كالأماراء فيدكرت	0.73	NEWNER	Company Const	STANCE.	indexi (midd	and Serie	والوزاقين ا	MAZZON I	(1,00°¥0°)
Actuated Gycle Length		85 <b>85</b> 958	8100082222000	Sim 60	68tHM2			7888 B	03488888	e geografia	-300888F
Intersection Capacity Uti		20000000000000000000000000000000000000	59.9%	iCU Lev	el of Ser	www.si vice	6003000000	യത്തെന്ന് B	20080 A5060	0000000 T	AC 25286 A.
c Critical Lane Group	<b>899000</b>	2000 SEC.			XXXXXXX		325020	95699 <u>~</u>	038888	88888°	
NAVOROS PROGRAMAS ANTONIOS (SECTIONS)	~30 <b>00000</b> 00	AND CONTRACTOR	e opported the state of the sta	24000000000000000000000000000000000000	ACTION (SIGNA)	normal de la companya de la companya de la companya de la companya de la companya de la companya de la company La companya de la companya de		1200 Sept. 1880.	nie stade	18-22 / S-110	0277670.v

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Movement	Rebtikeb	rssiwer:	SWBISS	WBRSSI	Nersken	Biring	NBR®	SBL	∖SB⊛:	SBR
Lane Configurations	A A	<i>የ</i> ካካ	<b>7</b>	<u>praviti Alexandrivit</u>		<b>ት</b> ጉ		*	<b>^^</b>	7
Ideal Flow (Vphisi) 4900	190033190		≋190 <b>α</b> ∵	<b>1900</b> % to	900 ା 9		1900	1900	1900	1900
Total Lost time (s)	4.0 4.	The first product of the second	4.0	MC2MG(SS)		4.0		4.0	4.0	4,0
Cane Util Factor	andorma d		4.00	S/1988511-44		91	w <sub>2</sub> -300°.		0.91.1	11.00
Fri	1.00 0.8		0.90			99		1.00	1.00	0.85
FIL Profested	0.96		831 <b>00</b> 00.			00	8280 X	0.95	31.003	1.C0
Satd. Flow (prot)	1780 158		1675			47		1770	5085	1583
Fit Permitted		0.95	: 1. <b>00</b>	,		00	9/3/08/3	0.11	3.00	1.00
Satd. Flow (perm)	1780 158		1675			47	1 14 cm - 1 cm	206	5085	1583
Volume (vph) 25		i4% % 273	3/3/2			06		35	1350	36.73
Peak-hour factor, PHF 0.95	0.95 0.9		0.95			.95	0.95	0.95	0.95	0.95
Adj. Flow (Vph) 26	2007		::::3333				84	: 373	1421	\$.77°
Lane Group Flow (vph) 0	250 256 256 256 28 17	(	101			(82200) 3 <b>69</b>	0	37	1421	77
Fum Type 333 333 353 350 Spin	Secret Secret		(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)		1401:828			m+pt	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>	Free
Protected Phases 4		5 3	હારેક્ટ હેવીવર <b>3</b>	(1.1.1.2) <b>(3.50) (1889)</b>	450055000 5	क्ष्म्प्रकः <b>2</b>	0,73323	1990PA 1	98.35.177 <b>R</b>	Sinn
Permitted Phases	พลงเจรียวรถสถึง		an niga	e 86 883 i n	or <b>ig</b> enera	eratorio Santorio	04 98 50 T	1,34,3 <b>4</b> 23	e coče	Free
Actuated Green, G (s)	10.9 27	.9 13.0	পে ৩৯৯৩জন 1 <b>3</b> .0	600 (560) 1	::05:00:00 31.1 5	4.3	W. 13 ( 13 ( 13 )	48.9	45.1	100.0
Effective Green, g.(s)	831693825		9913.0%			7.3	00000000	50.9	48.13	
Actuated g/C Ratio	0.11 0.2	PARTICIPATION AND ALL OF	0.13			್ಷಕ್ಕಾಡಲು . <b>5</b> 7	98696650	0.51	0.48	1.00
Clearance Time (5)	%(34 <u>)0</u> %98%(3	× 40	888 <b>840</b> 00	tousest times ?	30838	200333 200333	98.75 <b>%</b> (1	3.03	87.0°	: ::::::::::::::::::::::::::::::::::::
Vehicle Extension (s)	3,0	अञ्चलकार जार <b>प</b> र 3.0	≋⊗∞™9×≈ 3.0	erandousera dos		59*** 3.0	00000000	3.0	3.0	00000
Lane Grp Cap (volte	0.0194000042		(C)2118(S	975-336 <u>8</u> 9760		92	9.5063943	31493	2446	34583
v/s Ratio Prot	0.02 c0.1		0.06			.33	MACL:	0.01	0.28	74,500
Va Rate Perm	0.02 00.1		0.00 380333889		060/088	.00 (1899)	WX855003	0.12	00.20 000.20	%0.05
Vic Ratio	0.14 0.4	11 0.64	38333836 0.46			क्ष्यक्षर . <b>58</b>	12365,027	0.25	0.58	0.05
Unifoliti Delavidi (Silili Silili	6540393330		\$646830			36	(585.00,000)	12.8	3.33 ≨48.7⊘	:::0.00 ::::0.0
Progression Factor	0.85  0.9		1.00		. V = 5,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9999999 .00	XVI.540	0.84	0.62	1.00
Incremental Delay, d2	0.00 0.408/2/20	12 1.00 12:00:3696/00	8888 <b>6</b> 683			.00 008888	assess	_0.0 <del>4</del> ∧%%%%	0.02	
Delay (s)	34.6 28	.2 44.5	2002.000 41.8	)	a di Tinangan Pangan Pangan	ษยะ 4.5	888 B.O.	∷%%.9℃ 11.5	12.6	0.1
Level of Service	201699888888	2 77.0 68236		** \$2,888,440,450	20.0 20 <b>:2</b> 0:30	7.0 8 <b>6</b> 3%	8,6000000	%%28 <b>3</b> 36€	::[2.0 ::[B:	MINISTAL
Approach Delay (s)	29.1	6550000	43.8			લક્સસ્ટ 4.5	53.37	nana da	11.9	2000
Approach EQS	42. 1 803009088850	9339666666	250339535	energe o	1986: 1986: 19	7.0 266323	Section 1970	0.088888	%::B	erente i i i
and the result of the second o		30226886487	en na <del>m</del> se	6600,0000,000	MARKANINA Markanina		anamer	10.32220		
Intersection Summary		11/2004	**************************************	1911	\$ <b>3.</b> 6%		28.4	- XX		<b>3</b> 8(0).
HCM Average Control Delay	20		ICM: Leve	of Serv	ice		C		general de la companya de la company	
HCM Volume to Capacity ratio	0.9			en i energeneal	and the second					
Actuated Sycle Length (s)	<b>3400</b>	0	um of lo	st time (s			120%	100		800 C
Intersection Capacity Utilization	72.5	% i	CÜ Level	of Service	e		C			
ç Critical Lane Group: #2555						2.33			ang provinces Valley (Najaba	

<b>→ → → ← ← ← ↑ → → ↓ </b>
MOVEMENT SECTION OF SE
Lane Configurations
deal Fibre (Vendo) 1900 1900 1900 1900 1900 1900 1900 190
Total Lost time (s) 4.0 4.0
Cane Util Factor 0.95 0.95 Frt 1.00 1.00
Fit Protected 100 x 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Satd. Flow (prot) 3539 3486
Fit Permitted
Satd. Flow (perm) 3539 3486
Volume (vph) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
Adjusticia (Vph) 30 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lane Group Flow (vph) 0 0 0 0 234 0 0 841 0 0 0 0
Turn Type
Protected Phases 8 2
Permitted Phases
Actuated Green, G (s) 36.0 56.0
Effective/Green or (\$1.55)
Actuated q/C Ratio 0.36 0.56
Clearance Time (s) 4.0 4.0
Lane Grp Cap (vph) 1274 1952
y/s Ratio Prot.
v/s Ratio Perm c0.24
VC Rajo 2018 90:43
Uniform Delay, d1 21.9 12.8
Progression-Factor 133
Incremental Delay, d2 0.3 0.6
Dejay (s): 17.5
Level of Service C B
Approach Deley(s) 0.0 22.Z. 17.5
Approach LOS A C B A
intersection Summan
HCM Average Control Delay 18.5 HCM Level of Service B
TISANO CIUTTE TO CADAGUATARIO
Cycle Length (s) 100.0 Sum of lost time (s) 8.0
IntersectionsCapacityDiffization 2567% ICUILevel of Service
c Critical Lane Group

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Movement 3	EBESSEB		BESWEE	WBRUNN	BE(NABT)	NBR X SE	L SBT2	SBR
Lane Configurations	···-		ካ ብተ				<b>ተ</b> ተተ	
Ideal Flow (vphpl)	1900 1900	1900 19	900 (1900)	1900 19	00 1900	1900 190	0 1900	1900
Total Lost time (s)			4.0 4.0				4.0	
Lane Util Factor			.91 0.91.				0.91	
Frt			.00 1.00				1.00	
Fit Protected	14 <b>38</b> 74.00	· . · ·	95 0 99				) 00	9:50
Satd. Flow (prot)	A. C. 600000 . 1111		3353				5085	11555
Fit Permitted.		To all and the confidence of the	96 0 99					200
Satd. Flow (perm)			610 3353				5085	• • •
Volume (Vph)	0		245 250	)	·0 · 0	: (*) <b>9</b> 12.22	0 744	· 0
Peak-hour factor, PHF	0.95 0.98		.95 0.95	0.95 0.	95 0.95	0.95 0.9		0.95
Adj. Flow (vph)	03	and the second of the second of the second of	258 263	J. 2.946	. O O .	878 <mark>9</mark> 7833	0 783	្លអូច
Lane Group Flow (vph)	0 (		183 338	0	0 0	0	0 783	0
Turn Type		:::::::::::::::::::::::::::::::::::::	in de la company	Turkilikki		(1074) (1 <b>78</b>	BERT TO	(#WE)
Protected Phases			8	O. a t. Zaa et ears			6	
Permitted Phases		(##4)(## <u>}</u>						
Actuated Green, G (s)	and the second second		6.0 36.0			e a e constanta de la constanta de la constanta de la constanta de la constanta de la constanta de la constant	56.0	
Effective Green, g (s)			60 36.0		n de la company		<b>56</b> 000	
Actuated g/C Ratio	an managan katan basa sa ka		.36 0.36	on (assessment)	real control of the pro-	i se kasan dalam.	0.56	ung neggi
Clearance Time (s)		errolandrik terribertaken	4.0 3:4.0	e de la compansión de l		33 33 3 3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	(16) A O	
Lane Grp Cap (vph)	AND STATE OF THE S	i Name a series de la companya de la companya de la companya de la companya de la companya de la companya de la c	580 1207	ran sarra da mara da m		and the second section of the second	2848	yye
ws Ratio Prot				รัฐโรกให้เพื่อให้เลี้ยง เรียกให้เพื่อให้เลี้ยง			/x, c0.15	(6%)S
v/s Ratio Perm	nomina necessaria de la careca		.11 0.10	ede e codocido este e e es	nawa . Ba wa	r na ann ann a <b>n</b> an an an	oo a saadaa sa waasay.	Anterior .
Vio Ratio 3553			32 0:28			)2000 (1316) <del>18</del> 0	Condization	
Uniform Delay, d1	nacharastatunica a		3,1 22.8	Commission Commission	AV / A/0000 1	: po printed tiprited	11.4	cc 2,982
Progression Factor		900 - SECTION	A100095					800F
Incremental Detay, d2	20140 <b>5</b> 5568 <b>3</b> 050 <b>5</b> 50 21	anda wyska <b>e</b> aanda	1.4 0.6	a, waxan <b>ga</b> waya	SANTON TUN		0.2 2000069080802	200 619
Delay (s). Level of Service		BARAMAN'I	C C			40.24 (140°14)	areastaine a	::::::::::::::::::::::::::::::::::::::
	NG 17-1015-19-19-19-19-19-19-19-19-19-19-19-19-19-	60000000000000000000000000000000000000	ઃં∷્ર 26 કે	1742734242227	ie woode <del>Ala</del> o	Gerrine rezerten	D Victoriolarian de Saco	2555252
Approach Delay (s) Approach LOS		\$274389 <b>6</b> 4600	SPANIE CO		eran raide			26000
	,	`	C		A		D	
Intersection Summary								74%
HCM Average Control De		16.5	HCM Le	vel of Service	9	В		
HCM Volume to Capacity	ratios (See	0.29		974944977345087774 180818807458				
Cycle Length (s)	recommendation of the second s	100.0		ost time (s)		0.8		
Intersection Capacity Util	zation	30,5%	CULev	el of Service		ng A		
c Critical Lane Group								

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Movement			R WE	SL WET	WBR	NBL	NBT	NBR ::	SBL)	SBF	SBR
Lane Configurations		<b>↑</b>	7						. ነ	4₽	******
ideal Flow (vphpl)	1900	1900 19		1900	1900	1900	1900	1900			1900
Total Lost time (s)			1.0 An i 200 d	9.1519.54			01 200 <b>2</b> 00 47	ORGANIS S	4.0 0.91	4.0 0.91	MART A
Lane Util: Factor	100000		00 : 1954 85		3 (2.73)	and the	(N85)33	1027 (0.86	1.00	1.00	hayerin
Elt Protected	1088888	1:00 231.		ware to	1266	302 - 1. <u>3</u>	-×50808	93 Georg	0.95	0.97	200
Satd. Flow (prot)	rum Milliotek	1863 15					20.000000000000000000000000000000000000	t de la de la composition della  1610	3292		
Fit Permitted		1.00 1.					PER EX		0.95	0.97	
Satd. Flow (perm)		1863 15							1610	3292	
Volume (vph)	0.0	604 1		0	0	Ų Q	0	ĸĸ	758	256	ૡૺૢૼૢ૽ૢૢૢઌૄ૿
Peak-hour factor, PHF	0.95		95 0.9	95 0.95 3632 346	0.95 :::::0::-:	0.95 △ 0.8	0.95	0.95	0.95 798	0.95	0.95 20191.0
Adj Flow (vph) Lane Group Flow (vph)	.:::::::::::::::::::::::::::::::::::::		60 1.331 60	n n	ା ା ଅଧିକର ପ	304, <b>9</b> .30	2000 (A)	16213 <b>9</b> 306 Ω	399	୍ ନଞ୍ଚଳ 6 <b>68</b>	
Jun Types	<u> </u>	OSO Pe		<u> </u>	700 03400	<u> </u>	<u> </u>		Penti:	<u> </u>	
Protected Phases	19969 20969	4	ou e pasteur	1100000000000	ru or victory	.000, 000,000	(A) (A) (A) (A) (A)	149-44900-0000		6	Accountages
Permitted Phases			4	8 32 4 <u>3</u>					6		
Actuated Green, G (s)	/		l.0					ennamente.	38.0	38.0	
Effective Green, 0 (s)			<b>10</b> (3), 3		(18. Sinii	00.200			380	380	
Actuated g/C Ratio Clearance Time (s)	ত্রকর্মকর ক্রমের। ত্রক্রক্রকর ক্রমের।		54 1.01155112	(25.55) (15.55)	n el meser er	98 (20.08)	2289 <b>28</b> 888	Representation	0.38 4.0	0.38 4.0	0367580
Lane Grp Cap (vph)	erandakan kerint		55	aket Wales Spring	(PSQ0,00)	<u>oli resti pre</u>	<u> </u>	<u> </u>	612	1251	999,99090
v/s Ratio Pook		0.34%		1819/6-21 <del>8</del> 80/6	61. S. 898	6.3676763	<b>*********</b>		000 B	400 AB	
v/s Ratio Perm	ish eskseveta		10	reentries (2002)	26 2 1 TOO 2020	2001220564	ercoseacer (	earthaten	ç0.25	0.20	******
Vic Rafford	6 <del>8</del> 7 88		19				2000 B		0.65	0.53	
Uniform Delay, d1	econocia no caraci		1.8			er er er er er	nus anders es	eterna a transfer	25.5	24.1	
Progression Eactor		KANDARKI 1210	00	redite (1884)				******	0.38 5.2	0.44	N. C.
Incremental Delay, d2 Delay(s).	300000000000000000000000000000000000000		).5 23 (2000)	*(X889983858)	2014 - 1 (171.00 <b>2</b> )	natios.	400000000	890n86-352a	5.Z 914090	1.6 %12 <b>%</b> %	Projection of
Level of Service	KARAMULEKAN	28500000 B	9 200% B	ପ୍ରତିଶ୍ୱର ଓଡ଼ିଆ (ଜିନ୍ତି			.73386866	(666)	SISTERN B	) (1 <b>.55%)</b> B	120000
Approach Delay(s)	4988000	477.	Town	ee (* 13. <b>0.0</b> )			30 b	885 <b>8</b> 86	SO PAGE	ាង <u>ទី</u> ខ	
Approach LOS	2.4.4.000.00° - 0.00° + 0.00°	В		A			A		. *******	В	
Marsechon Semmary											<b>****</b>
HCM Average Control D	elay	15	.2	HCM Le	vel of Ser	vice	,,,.,.,	В			
HCM: Volume to Capacit	y ratio ?		64 🛞					######################################			
Cycle Length (s)		100	0.0		ost time (			0.8	, cechann	na mai kaamaka	nonanees-
Intersection Capacity Ut	lization	<b>(2.7</b>	<b>3</b>	; iGU Lev	el of Serv	100 200					
<ul> <li>Critical Lane Group</li> </ul>											

<u> </u>
Mövement ZEC SET SER WBL WET WER NET NER SEL SET SER
Lane Configurations 4† 1900 1900 1900 1900 1900 1900 1900 190
Total Lost time (s) 4.0 4.0 Lane Util. Factor: 0.95 Frt 1.00 1.00
Fit Protected 0.97 Satd. Flow (prot) 3441 3539
Fit Permitted 0.97 1.00 Satd. Flow (perm) 3441 3539
Volume (vph) 796 603 0 0 0 0 450 0 0 0 0 Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
Adj Flow(yoh) k 838 635 0 0 0 0 474 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Turn Type Protected Phases 4 2 Permitted Rhases 4
Actuated Green, G (s) 54.0 38.0  Effective Green, g (s) 54.0 \$8.0
Actuated g/C Ratio 0.54 0.38 Cléarance Time (s) 4.0 4.0
Lane Grp Cap (vph) 1858 1345 WS Ratio Prot
v/s Ratio Perm     c0.43       v/s Ratio     0.79       Uniform Delay, d1     18.5       22.2
Progression Factor 1.01 100 Incremental Delay, d2 3.0 0.7
Delay (s) 217 Level of Service C C
Approach Delay (s)         21.7         0.0         22.9         0.0           Approach LOS         C         A         C         A
Intersection Seminary HCM Average Control Delay 22.0 HCM Level of Service C
HCM Volume to Capacity ratio 20.61  Cycle Length (s) 100.0 Sum of lost time (s) 8.0
intersection Capacity Utilization 55 65.2% ICUItaveror Service 35 B

	ၨ	-	*	•	4	•	4	†	~	<b>\</b>	ļ	4
Movement	) EBE	æebt.	SEBR3	(WBE)	WBT:	WBR.	NBE	NBT	NBR	\$ <b>8</b> 1%	(SET)	SBR
Lane Configurations	*	ተተጉ		"	<b>↑</b> }			4	7	ሻ	Ţ+	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	~ <b>1900</b> }	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4,0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	*0.91	L987 (13)	*1.00	0.95	erio de la companio del companio de la companio del companio de la companio del companio de la companio del companio de la companio de la companio de la companio de la companio de la companio de la companio de la companio del companio del companio del companio de la companio del companio		1.00	1,00	1.00	1.00	(30)
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	0.90	
Fit Protected	0.95	1.00	3000	0.95	1 00			0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5073		1770	3535			1779	1583	1770	1682	
Fit Permitted		×4.00		0.18	1.00			0.69	1.00	0.55	_ /	
Satd. Flow (perm)	163	5073		329	3535			1290	1583	1028	1682	
Volume (vph)	7	1.159	SS 19	54	ୀ62ଟ	1/1/3	∞ <b>127</b>	9	66	82	22.	40
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adjit Flow (vph)	0 % <b>7</b> .	1220	20	<b>/57</b>	1712	34	134	9	69	. 86	23	42
Lane Group Flow (vph)	7	1240	0	57	1726	0	0	143	69	86	65	0
Tum Type	pm∙ept		88.85	pm+pt			Penni	97, F9 <b>i</b>	ym+oy <sub>/</sub> >	Perm	2668.8	
Protected Phases	7	4		" З	8			2	3		6	
Permitted Phases	4			8			(3) (2)		. 2	6		
Actuated Green, G (s)	65.9	64.7		74.0	8.86			18.0	23.3	18.0	18.0	NEL . 1- P. I
Effective Green, g.(s)	65.9	64.7		74.0	68.8			318.0°	23.3	18.0	180	
Actuated g/C Ratio	0.66	0.65		0.74	0.69			0.18	0.23	0.18	0.18	
Clearance Time (s)	4.0	**** <b>*</b> *****		4.0	8584 <b>.0</b>			4.0%	4.0	4.0	440	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (Vph)	3127	3282	5 800 W	320	2432			<b>⊘ 23</b> 2∜	55432	185	303	
v/s Ratio Prot	0.00	0.24		0.01	c0.49				c0.01		0.04	
v/s Ratio Pelm	0.04	<b>8</b>		012		49899 1		c0.11.	× 0.04	0.08	33. S.	
v/c Ratio	0.06	0.38		0.18	0.71			0.62	0.16	0.46	0.21	
Uniform Delay, d1	8.7	* 82		×43	25			37.8	30.6	36.7	35.0	
Progression Factor	1.00	1,00		1.00	1.00			1.00	1.00	1.00	1.00	
incremental Delay d2	0.2	× 03	**	0.3	<b>, , , 1.8</b>			4.8	<b>%02</b>	ે 1.8ુ	.04	
Delay (s)	8.9	8.6		4.6	1 <b>1</b> .3			42.6	30.7	38.5	35.3	
Level of Service	SY A	A		3 / A	8 % <b>B</b>			D	.,;,,C	) D	· · · · · D	
Approach Delay (s)		8.6			11.1			38.7			37.2	
Approach LOS **	300 K	(			300 B			D.	80. B		n e	
intersection Summary	88023E	38808800		#188 <b>13</b> #		999 (2000)		73.88 <b>3</b> 8	26600000		78777A	<b>75</b> 77
HCM Average Control D	elav :		13.1		iCMT e	vel of S	rvice		В	100	: :N%:	391353
HCM Volume to Capacit		55077, 70007	0.66	ia, kisa tasa	er regell trees		7) [8 <b>16</b> ]	or opening.	290・0罪。	20 majori di		65.54.56°
Actuated Cycle Length		80000000000	(300E)08	88888	Sugarani	ostúme	000000	lan igalati 2006 Mara na Grades	-23 <b>5</b> 000	(#####################################		(00000000) (000000000000000000000000000
Intersection Capacity Ut		90000000000000000000000000000000000000	69.0%		ಸಹಾಗಿತ್ತಾರೆ CH Lev	el of Sei	∾254366699 Vice	rt. (+ 0008500	B	(*************************************	0.000 20000\$4	a witer-detains
c Critical Lane Group	XXXXXX		gggwa)					00000000000000000000000000000000000000			(198 <b>9)</b>	98899
######################################	1000000000	VT-10050000000000000000000000000000000000	e energyerise	100 M 100 M	PATRICIA PARTICIA	en i Santa de la Carta de l Carta de la Carta de la Ca	ONE PARTICULAR	etronica e proportiona	WEST CONTR	W.90042297	c 35-0 <b>868-18</b> 0	aringeed Str.

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Movement & www.			EBR WE	S MARTS	WBRWW	BE WINBT	<b>%NBR</b>	SBL	*SBT	SBR
Lane Configurations	77	<b>^</b>	7	<b>ት</b>	1	<u>ነ</u> ካ ቶቶ	7	ħ	ተተት	
Ideal Flow (vphpl)	1900	1900	1908 1900	190σ	1900 - 19	00 1900	1900	1900	1900.	1900
Total Lost time (s)	4.0	4.0	4.(			.0 4.0	4.0	4,0	4.0	
Lane Util. Factor	0.97	0.95	33837884 <b>8190</b> 0	0.95	~80 € <b>***</b>	97 0.95	594,000	1,00	30.91	
Frt	1,00	1.00	1.00	0.98	1.	00 1.00	0.85	1.00	1.00	
Fit Protected	0.95	*1:00	10.000 (0.000)		795. 1969 <b>6</b> 0.	954.14.00	1.00	0.95	1.00	100
Satd. Flow (prot)	3433	3539	1770		34	33 3539	1583	1770	5085	
Fit Permitted	0.95	1,00	3.003	1.00		95 821,00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539	6B4		34	33 3539	1583	1770	5085	
Volume (vph)	×340	345	000/160	503	70 5	21 4018	200	87	:1394	· · · · 0
Peak-hour factor, PHF	0.95	0.95	0.95 0.99	0.95	0.95 0.	95 0.95	0.95	0.95	0.95	0.95
Adi Flow (vph)	358	363	80 08 216 B	529	74. 5	48 1072	211	92	1467	
Lane Group Flow (vph)	358	363	0 168	603	0 5	48 1072	211	92	1467	0
Turn Type	- Prot		pm*p		ada diyak	rot	Perm	Prot		200
Protected Phases	7	4	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	8		5 2		1	6	
Permitted Phases					rong kabadan was Bada Budaarra		2			
Actuated Green, G (s)	12.9	18.2	28.9	17.1	18	5.0 50.5	50.5	9.5	45.0	
Effective Green, g.(s)	13.9	J19,2	30,	1.8.1	994. / 284 <b>90</b>	.0 े 51.5	<b>* 5</b> 15	10.5	46 D	73276
Actuated g/C Ratio	0.13	0.17	0.28	0.16		15 0.47		0.10	0.42	
Clearance Time (s)	<b>6.0</b>	5.0	600 S 18 18 18 18 18 18 18 18 18 18 18 18 18	)		<b>A</b> (5.50		5.0	5.0.	
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0 3.0		3.0	3.0	
Lane Gip Cap (vph)	434	618	34		300 M	99   1657	741	. 169	2126	
v/s Ratio Prot	c0.10	0.10	0.00		c0.	16 0.30		0.05	c0.29	
v/s Ratio Permi			<b>3000</b> 0	10000			× 0.13	<b>****</b>		
v/c Ratio	0.82	0.59	0.5			10 0.65		0.54	0.69	
Uniform Delay of	46.9	41.8	8-33336910	3 46.Q		0 422.3	500000000000000000000000000000000000000	47.5	26.2	
Progression Factor	1.00	1.00	1.00			75 1.24		1.00	1.00	
Incremental Delay, d2	42.1	147	70 march 1860 M	ひきべて コマンチがい	2200 Mari <mark>o</mark> l	a transmission and the second	**************************************	3.6	(9)	
Delay (s)	58.9	43.2	33.2	2 98.7	101			51.0	28.0	
Level of Septice	XXX E÷	**** <b>D</b> ?				ØF		IJD.	·····C	
Approach Delay (s)		51.0		84.4		49.8			29.4	
Approach LOS		Ð		o de Se		D			6 (S.C.)	
Intersection Summary	465.00000000	(1.000 to 10.000 to	7.69.77.679.49 <b>9</b> 8	SEES SP <b>ACE</b> SEE	222903200200000000000000000000000000000		ON BOOKEN		****	2000)
HCM Average Control I	accessores Jolov	ransiya qiyatiga 1946 Tarihi oray barinin Nasayota 1851 bari	48.9	HCMIE	vel of Servic	esconstanti esconstanti	21 2 5 2 <b>D</b>		Control of the contro	7.0 0 A
HCM Volume to Capaci		nun 2000	0,85	4 SENSE	astran Kalanik	<b>3</b> 5560000	AMMARCHE.	Minest IV	Syctorex :	2.465572
Actuated Cycle Length		000000000000000000000000000000000000000	330 X 388	25 (166 <b>)</b> (166)	lost time (s)	<b>1848/8</b>	************	9984888	800 <b>68</b> 00	\$100 PM
Intersection Capacity U			14.5 <b>%</b>		el of Service		%3289333 D	9055557774 <u>\$</u>	000000000000000000000000000000000000000	25000000
c Crincal Lane Group							2000 B	(688)38898	760878878V	256568
est control control of the	250	engeneretien.	SERVICE SERVICES	\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	4957CCC446C64R	9540000000000000	(00000000000000000000000000000000000000	20000 A.S.	ensurer et e	(0.050) 0.000

	<b>≯</b>	<b>→</b>	7	1	<b>←</b>	•	4	†	~	/	<b>↓</b>	4
Movement	&EBL\	EBTA.	SEBRU	WBE:	Wet	WBR	NB(E	NBT X	NBR	SBC	SBT	SBR
Lane Configurations		4	*	76.76	Ĵ⇒		*	ተተጉ		*	ተተተ	で
Ideal Flow (vphpl)	1900	900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util Factor	Mark (2007 April) Artifolio (2007 April)	1.00	1.00	0.97	1.00		1.00	0.91	613X	1.00	0.91	1 00
Frt		<b>1.0</b> 0	0.85	1.00	0.89		1.00	0.98		1.00	1.00	0.85
Flt Protected	1	<b>0.96</b>	1.00	0.95	1.00		0.95	1.00		0.95	00.1	1.00
Satd. Flow (prot)		783	1583	3433	1666		1770	5005	ot erater is	1770	5085	1583
Fit Permitted		0.96	/1/00	0.95	1.00		0.07	900		0.08	1.00	1.00
Satd. Flow (perm)	1	783	1583	3433	1666	·····	123	5005	21 244-235	150	5085	1583
Volume (von)	75	9,	521	្យវ9្	24	-1-5 Y -1	220	1550	182	92	1866	34
Peak-hour factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj: Flow (yph)	% <b>79</b> ∴	% <b>_9</b> 0	548	<b>201</b> ]	25	59	232	£1632	.192	૽ૼ૱ૢૻૺૼૼૼૼ	1964	<u>ૣૺૢૢૢૢૢૢૢૢૢ</u>
Lane Group Flow (vph)	0	88	548	201	84	0	232	1824	<u></u>	97	1964	36
Tum Type	:Split	900) P	pt+ov:	Spile	88882 <u>}</u>		pm+pt			respit.	983.24 <u>6</u> 0	Free
Protected Phases	4 ~~~~~~	4 	45	3		- 0.000an - 1.00	5 ::::::::::::::::::::::::::::::::::::	<b>2</b> 	000000000000000000000000000000000000000	- 1 - 2005 994 00	6 :20000000	oreunu
Permitted Phases		5/35200 1000				e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de La companya de la co	્રાં ક્રિકેટ 24 €			61.8	53.5	(110.0
Actuated Green, G (s)	MA 9060900090	12.0 12.0	31.0 30.0	11.5 31.5	11.5 35815	0.5000000000000000000000000000000000000	71.5 74.5	60.2 63.20	510.05 <b>2</b> 02.05	63.8%	35.5 256.5	3390
Effective Green g (s)	PARTIE A	લ્ટ્ર્ડિંગ 0.11	0.27	0.10	0.10	1000 STO	0.68	23993633 0.57	<b>56</b> (3)3333	ენტი 0.58	%,98,56 0.51	200999 1.00
Actuated g/C Ratio		4.0	0.27 %(28050)	0.10 99.46	0.10 3032866	35500000000000000000000000000000000000		0.37 288 <b>7</b> 088	(57) 88288 (3)	830%	99. <b>320</b> 0	1.000 See:8888
Clearance Time (s) Vehicle Extension (s)	180,000000	3.0		્રાહ્યું. 3.0	გვაგ <del>შ</del> იდ 3.0	54754555	::::::::::::::::::::::::::::::::::::::	3.0	(C) (S) (S) (S) (S)	3,0	અઝલ્સ્ઝ 3.0	8880000
	Andrew State (State Commercial Co	3.0 3950	@432	359	3.0 383174	500 <u>200</u> 500	293	≥ <b>28</b> 76≥	5585000000		2612	39.50.5
Lane G/p Cap (yph) y/s Ratio Prot		0.05	20.35	c0.06	0.05	ભા <b>કર સ્ટેક્ટ</b> ોરી	್ಯಾಕ್ಟ್ 0.10	0.36	928,88833	0.03	0.39	50000
Vs Ratio Remission	\$40,650,654.00k	0.00 87883	00.33 86668	60.00 854.6862	0.05 2025/2021	et descentació	∂ <b>c0.4</b> 48	<b>4.44</b> 3333333	999999999	6.263	0.00 1070333	<b>©0.02</b>
v/c Ratio		20.45	3.333333 1.27	%%%%% 0.56	0.48	00000000 N	हाइएडाझर 0,79	500 (81.00) 0.63	SECTION (A)	~%; <del>€</del> %? 0.50	0.75	0,02
Uniform Delay (1)		45.9	%40.02	46.8	2346.4°	01484543546	30%	881 <b>53</b> 33	2020632	(H <b>2</b> 828	5294393	3000 <b>0</b>
Progression Factor		2000 1.00	1.00	1.00	∞∞∞∞ 1.00	er er er er	1.00	1.00	\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	1.00	1.73	1,00
Incremental Delay, d2	34703603760g	94°##	43836	2000 <b>2</b> 00	888( <b>39</b> )(4)	20000000	136	er en en en en en en en en en en en en en	*************	60 <b>.2082</b> 88	834 <b>8</b> 3	880 <b>0</b> 0
Delay (s)	ozonom redebi	47.6	178.1	48.7	48.6	Production is	44.3	16.7	X1520599171	30000000 14.4	38.5	0.0
Level of Service	<b>2</b> 8620000000	28 <b>0</b> 2	en en fil	88 <b>5</b> 5	***********************		(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	3036 <b>6</b> 3	Z83396.38	::: <b>*B</b> ::	./	8332 A
Approach Delay (s)	::::::::::::::::::::::::::::::::::::::	60.0	2006 000000	maneta	48.7	nedowners.	A. J. LOUIS SERVICE	19.8	are road are regar	101090500	36.7	00000000
Approach LOS		%F&			3338D	and distributions Light Commission		234 <b>8</b> 4		###	***** <b>D</b>	
Intersection Sommary.				N. 2000 200		<i>200</i>			H344			888
HCM Average Control De			. 46.0 0.89	KARI I	<del>Д</del> СМ. Le	vel of S	ervice:	W6998	ar <b>p</b> r		stelle bar Mar <b>aa</b> Sa	
Actuated Excle Length (		0238	4400	0.000000	Silmon's	ost brae			3 <b>3 0</b> 5	88000 BM	0888	86666666
Intersection Capacity Util	W	(648683) (	85557750 87.6%			el of Se		45000 SAUGUS	ooneense D		000000000000000000000000000000000000000	NAMES OF THE STATES
o Critical Lane Group				2002D			ningered	2600,28000 2000,28000	12322. 1232. 1232.	8888 <del>8</del> 6	(W <b>83</b> (2))	63862
Contractor and Contractor of Contractor (Contractor)	000000000000000000000000000000000000000	0000000	#:000000000000000000000000000000000000	m nerete	okomovenis r	riksserastisk	eserca tacase		(A. (A. (A. (A. (A. (A. (A. (A. (A. (A.	2000-2000-00	ota ingestande tagait	

<i>→</i> → → ←	- < < + / > > + /
Movement EBR WBC WBI	TOWER NEED NET WERE SEL SET SER
Lane Configurations 14	44
[deat Flow (vphpt)	
Total Lost time (s) 4.0	0 4.0
Lane Util Factor 0.9	TD 보통 450 ST : 사람이 사고 100 100 100 SP 하는 '자리의 '로봇'로 보이는 사고 100 SP 사고 100 SP (100 SP ) 등 보기 되어 되는 100 SP (100 SP
Frt 1.00	
Fit Protected	Service (1) 1999 (BUSE) in the property of the Control of the Service of the Control of the Service of the Serv
Satd. Flow (prot) 3539	
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Satd. Flow (perm) 3539	
Volume (vph)	en allegate de la completation de la completation de la completation de la completation de la completation de l
Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.96 AdJ. Flow (vph) 88 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
,我们就要看到我们就是全国的重要的现在分词,我们就是我们的人,我们就是这个人的人,他们也不知识的人,这个人,这个人的人,这个人的人,也不是不是一个人的人的人,他 "我们就是我们就是我们就是我们的,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我们就是我们的人,我	Market Control (1984) Market Control Control Control Control Control Control Control Control Control Control Co
Lane Group Flow (vph) 0 0 0 64*  Turn Type	(Perm
Protected Phases	R 2
Permitted Phases	
Actuated Green, G (s)	0 53.0
Effective Green, g (s).	0 53.0
Actuated g/C Ratio 0.4	
Clearance (ime (s)	(y. * // A.O
Lane Grp Cap (vph) 1570	6 1680
v/s-Ratio Prot	d and the second second second second second second second second second second second second second second se
v/s Ratio Perm	c0.31
v/e:Rafig?″	1 0.64 2 3
Uniform Delay, d1 20.	
Progression Facion 10	AT MANAGERY STEELS OF BEINGESCOND DESCRIPTION AND AND AND AND AND AND AND AND AND AN
Incremental Delay, d2 0.1	8 1.7
Delay (sy	p
Level of Service (	J EGGENTONOMORIOGISTORIA ARTICONO ESTA SE SE SE SE SE SE SE SE SE SE SE SE SE
Approach Delay is 0:0 21	Same and the same and the same and the same and the same and the same and the same and the same and the same a
Approach LOS A	, , , , , , , , , , , , , , , , , , ,
mersection Summary 2005	
HCM Average Control Delay 22.2 HCM L	Level of Service C
HGM Volume to Capacity ratio 0.53	
	f lost time (s) 6.0
TANDAY DESCRIPTION OF THE PROPERTY OF A PROP	evel of Service
c Critical Lane Group	

<i>≯</i> →	<b>→ ←</b>	* 4	† <i>&gt;</i>	<b>→</b> ↓ ✓
Movement EBL EBT	ebrawbe wbt	WBRJANBO	NBT NBR	SBC SBT SBR
Lane Configurations	ካ 41		1., , ,	<b>†</b>
Ideal Flow (vphpl) 1900 1900	1900 1900 1900	1900 1900	1900 1900	1900 1900 1900
Total Lost time (s)	4.0 4.0		ound of the contract of the contract	4.0
Lane Util Factor	0.910.00.91	and the committee of the control of the control of the control of the control of the control of the control of		0.91
Frt Fit Protected	1.00 <b>1</b> .00 50.95%:60.97		Chrosen College	1.00 (% 5 7 1.00 % 5 7 8 7
Satd. Flow (prot)	1610 3296	NAMES OF A STREET OF THE STREET, AND A STREET OF THE STREET	(ESCENSE ( ) (EX \$100 C )	5085
Fit-Remitted	0.953 0.97			350.000 <b>01.00</b> 0000000
Satd. Flow (perm)	1610 3296		*10000000000000000000000000000000000000	5085
Volume (vpb)	0 678 254	03300	\$ 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 \ 587 \ 0
Peak-hour factor, PHF 0.95 0.95	0.95 0.95 0.95		0.95 0.95	0.95 0.95 0.95
Adj. Flow (vph)	0	SSO GRANDS	Ostorovskie	0 618
Lase Group Flow (vph) 0 0	0 357 624	<u> </u>	0 0 	0 618 0
Tum Type Protected Phases	Pamilie X			
Permitted Phases	o Constantino de la constantino de la co	27.1/10/08/2011/18/86/84/0	<b>6.480.00</b> 0.000.0000.000	<b>0</b> 2005-83888 - Albert Albert (1987)
Actuated Green, G (s)	49.0 49.0	ବିତ୍ର ପ୍ରତି । ସିମ୍ଲି ଓ ପ୍ରତିକ ପିଲିକ୍ସର ପିଲିଲିକ । ।		53.0
Effective Green gr(s)	2000000 49 020 49 0			8886288 <b>53.0</b> 08.0000
Actuated g/C Ratio	0.45 0.45		ne ere in er er sen vikt i de er er er er er er er er er er er er er	0.48
Clearance Vime (s)	65756655 <b>4.0</b> ,644 <b>8</b>			823,399,4.00,8393
Lane Grp Cap (vph)	717 1468			2450
ws Ratio Prot				%*************************************
v/s Ratio Perm	c0.22 0.19		n e til til engal og stil til skalendale i stolke	200000 J.O. 2000 april m m 0.0000000000
V/cRatio Uniform Delay, d1	0.50 0.43 21.7 20.9	######################################		0.25 16.8
Progression Factor	21.7 20.9 21.60% 20.36% 20.48		10 1827 (1814 - 1828) (1818 1818 1818 1818 1818 1818 1818 1	70.0 2005/20156(27503)
Incremental Delay, d2	2.2 0.8	XDENDO LUCADA ESCADA SE LECUSI	**************************************	0.1
Delay(s)	33088831030831100			26.4
Level of Service	B B	autorio e volució e transferio de la compositio de la com	Accessors and a second second	Č
Approach Delay (s) 0.0	######################################		8°F & 1888	26.4
Approach LOS A	В		A	Ċ
mtersection Summary				
HCM Average Control Delay	16.8 HCM Le	evel of Service	В	
HCM Volume to Capacity ratio	0.37			
		lost time (s)	8.0	
Intersection Capacity Utilization	84% SHOULE	etof Service	i e de la companya de la companya de la companya de la companya de la companya de la companya de la companya d	
c Critical Lane Group				

<b>→ → ← ←</b>	< \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
Movement	REINBE SNBT KNBR SBE SBT SBR
Lane Configurations 🕴 🌴	ኝ ብት
n de la company de la company de la company de la company de la company de la company de la company de la comp	100 1900 1900 1900 1900 1900 1900 1900
Total Lost time (s) 4,0 4.0	4.0 4.0
Lane Util Factor	2007 200 200 300 300 300 300 300 300 300 300
Frt 1.00 0.85	1.00 1.00
Fit Protected	0.95 0.98
Satd. Flow (prot) 1863 1583	1610 3328
Fit Permitted 1.00 1.00	0.95 0.98
Satd. Flow (perm) 1863 1583	161 <u>0 3328</u>
Válume (vph) 0 635 319 0 0	0 0 0 0 849 557 0
Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95	
Adi Flow (yph) 0 668 336 0	0 0 0 586 0
Lane Group Flow (vph) 0 668 336 0 0	0 0 0 0 541 939 0
Turn Type:	Perm
Protected Phases 4	6
Permitted Phases 4	5.40%
Actuated Green, G (s) 64.0 64.0	38.0 38.0
Effective Green, g (s) 54.0 64.0	38.0 38.0
Actuated g/C Ratio 0.58 0.58	0.35 0.35 4.0 4.6
Clearance Time (s) 4.0 4.0	grand in 1918 and the 1919 for the Franchistance of the control of the state of the control of t
Lane Grp Cap (vph) 1084 921	556 1150
visitatio Prot. 60.36	
v/s Ratio Perm 0.21	c0.34 0.28
VCRatio 9	0.97 0.82 35.5 32.8
Uniform Delay, d1 15.0 12.2 Progression Eactor 100 100	35.5 32.8 0.82 0.71
	31.5 6.3
Incremental Delay, d2 2.6 1.1 Delay(s) 47.6 13.3	51.5 0.5 55.4 29.6
Delay (s) 17.6 13.3 Level of Service B B	D C
Approach Delay (s) 16.2	1
Approach LOS B A	A D
intersection counting v	
HCM Average Control Delay 29.4 HCM Level of	Service C
HCM Volume to Capacity ratio 9:00.75	
Cycle Length (s) 110.0 Sum of lost tir	
intersection Capacity Utilization 70.0% iCULEVeror	Bervice B
c Critical Lane Group	

Wells & Associates 3/26/2003 wellsamd1-st51 Synchro 5 Report Page 6

	<i>y</i> ,	<b>→</b> •	<b>←</b>	4 4	<b>†</b>	<u> </u>	↓ ✓
Movement as		REBR WE	(ESWETSW	BR WNBL	NBT (	IBR SBL	SBT SBR
Lane Configurations	41		ranne naara a need	han Walaba .	<b>*</b>	000 · *000	William Careno
(deal:Flow (vphpl)	1900 1900	1900 190	0.01909 11	900 1900	1900 1 4.0	800 - 1800	1900 1900
Total Lost time (s) Lane Util Factor.	4.0 17/98/20 <b>/0/95</b> /	aredddiol y lleiddiod	980,014.10	na regental re	0:95	na biraha	- 85% (1800/1074).
Education Control of the Control of	1.00		1861 (GP 1115) (GP	the problem to	1.00	titus and .	Contract Account Res
Fit Protected	7178888880.988	erkuur insies)	85 (1956 of 194 <mark>5</mark> 85)	e odrađa de	1.00		
Satd. Flow (prot)	3455				3539		
Fit Permitted	0.98				1.00	ANG 3000	DESERVATOR
Satd. Flow (perm)	3455		damin'ny fivondronan-ara-dah	New York Company	3539	· - a	29 W 2004 N N N N N N N
Volume (vph)	673	0.95 0.9		0 0.95 0.95 0.95	251 0.95	ຸບຸ່ງ ເລນ 0.95 <b>- 0</b> .95	0.95 0.95
Peak-hour factor, PHF Adj. Flow (vph)	0.95 0.95 677 708		0.95 0.95 ( 0.05 (0.05)	0,95 0,95 500000000	264	),50	
Lane Group Flow (vph)	0 1385	080-800 P (080-80	94-24-34-54-54-54-54 0 0	0 0	264	0 0	) <b>() ()</b>
Tron Type (Carlotte	Perm 0.8088	<u> </u>	<u> </u>	arainisistä tiit	2.0 W	04 - 1096/00/20	
Protected Phases	. 0.59788888 00.505 4	.0044001011101 <i>014</i>	A GO CONTRACTOR OF STREET	un en efet, e efete) elekulá últak	2	,	.19.00.000
Permitted Phases						y non-Productiv On Calabata	
Actuated Green, G (s)	64.0			Second Alberton	38.0		a necessor construction
Effective Greens g (s)	::::::::::::::::::::::::::::::::::::::			**************************************	38.0		901.084.39.000 a
Actuated g/C Ratio	0.58	odadáson a tulkiskulik	98-90-0-0-0 P0-9900	suuring values assassa	0.35 4.0	86880 M 2868800	
Clearance Time (s)	<u>ಾನ್ ಜನ್ ಇನ್ನಳಿಗೆ ಬ</u> 2010	<u> </u>		\$\$5. (@aj\$20.co.pg\$	1223	enfice countries in the	\$2220000000000000000000000000000000000
Lane Grp Cap (vph)	2010 2020200000000000000000000000000000	eserres a recreso	nastanasianinin dida	errerolaselli	-1223 80:07.%≦		R888858688886666
v/s Ratio Perm	60.40	en and a supplier of the state of	######################################	NAMES OF THE PROPERTY OF THE PARTY OF THE PA	ingerpassing (10 %)	Profesional Anna	economic constitution
V/c Ratio	35385555 O.60	899686 (SE		80 900 (NE 99)	0.22	300 9203	
Uniform Delay, d1	16.1	#172164/26 C 1/46/2/2016	and respectively.	en andre a describer a comme	25.5	ALC: United Services	
Progression Factor	**************************************				1.00		
Incremental Delay, d2	1.4	and the second second second second		alana la malawa sa sa	0.4	260 N A	10,000,000,000,000,000,000
Delay (s)	20.4			n karangan	25 g		
Level of Service	C Rockholmon (Rockholm)	rosocias o arrestance	00.000000000000000000000000000000000000	Pier isotteoro <b>c</b> e	ധ അകേര്ത്തി		(21/80 <b>8/86</b> 6664/33%)
Approach Delay (s) Approach LOS	u en sen en an		OKANAA O			garanta da Garan	A
	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	e orange en en en en en en en en en en en en en	FT.	ne i - centamatanan	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s	VALANDARA (1881)	move consistent s 4000000
intersector Stammary A						<u> </u>	
HCM Average Control D		21.3 ********************************	HCM Level	of Service	N ( 2801) 71397	C Smallerscowers	)
HCM Volume to Capaci	A LEGICAL SECTION	110.0	Sum of lost	Maria (e)	6868690°	विविधिक्षक्षित्रकेति । 8.0	STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET, STREET
Cycle Length (s) Intersection Capacity Ut	1672116182222233	110.0 3 <b>5322%</b> (3282)				98 <b>04</b> 755588	20 <b>-868-888-888</b>
c Critical Lane Group	<del>70007603</del> 00505670386770	. \$55555000 \$10000	e protesta protesta de la composición de la composición de la composición de la composición de la composición		ಸಂಪರ್ <b>ಷ್ಟ</b> ಕೆಗ್ರೀ ಸ	1587139W09WWWW	>99974 A 2008 A 2009 A

Appendix C
Background Levels of Service

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Movement	SEBL	NEBTA	EBR.	WBD	WBT)	WBR.	SNBE	SNBT (	NER)	SBL	SBT	SBR
Lane Configurations	ኻ	ተተጉ		73	<b>↑</b> ↑			4	7	*5		
(deal/Flow (vphpl)	1900	:1900:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	. 10 -55	4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util Factor	1.00	0.91	[W. 4] (	*1.00	0.95			1,00		1.00	1.00	
Frt	1.00	0.97		1.00	0.98			1.00	0.85	1.00	0.93	
Fit Protected	0.95	1.00	196g - 1	0.95	1.00		North Control (1994) Carlot Marie (1994)	0.96	1.00	0.95	1.00	1000
Satd. Flow (prot)	1770	4952		3539	3476			1789	1583	1770	1723	
Fit Permitted	0.39	100:		0.95	1.00			0.75	1.00	0.71	1.00	
Satd. Flow (perm)	718	4952		3539	3476			1400	1583	1328	1723	
Volume (vph)	42	1510:		- 1009	586	79	- 53	116	77	22	<b>9</b> 0	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj Flow (vph)	44	1589	337	1062	617	83	56	. 12	<b>8</b> 1	23,	, (%), (1 <b>9</b>	. 9
Lane Group Flow (vph)	44	1926	0	1062	700	0	0	68	81	23	18	0
Tum Type	pm+pt		34050	Prot			Perm	•	om+ov	Perm		1
Protected Phases	7	4		3	8	e de la companya de la	wantan kanan	2	3 	en en en en en en en en en en en en en e	6 ~~~~~~	
Permitted Phases	4		5 2a d	A		8882°48°,	(14.1 <b>7</b> .3	wy night	3883.43	e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	New Jo	500 N
Actuated Green, G (s)	42.0	39.6		40.1	77.3	nesta eraneta care	901-000-000-00 <b>0</b>	8.3 ***8*3	48.4 48.4	8.3 8.83	8.3	- 600 - 500
Effective Green, g.(s)	42.0	39.6		40.1	77.3						<b>%</b> 8.3	9496,53
Actuated g/C Ratio	0.42	0.40	rancon en el	0.40	0.77	akon suwani da	an an airmeirean	0.08 % 4 83	0.48 4.0	0.08	0.08 8.4.0	-200 on 12
Clearance Time (s)	4.0	40.		. 40	∴¥,ŏ				F 17 (18 11 11 11 11 11 11 11 11 11 11 11 11 1		.પ્રસક્કાર <b>3.0</b>	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	Andrew Commence (Co.)	98000 00000W	3.0	3.0 829	3.0	3.0 (2183)	(27)000000
Lane Grp Cap (vph)	- 327	1961		1419	2687	3460et		<b>%116</b> 3	ソブノイン しょうしんかい	80 MW		3.00
v/s Ratio Prot	0.00	c0.39	S	c0.30	0.20	o ocean castistic	(1.8.1.6.44) Agric	e salah ing	0.04	((0.02)	0.01	50139243
vis Rafic Perni	0.05	بالإفراد	3400					¢9.05 0.59	0.10	0.21	0.13	
v/c Ratio	0.13	0.98	0x 2000 200	0.75 25.6	0.26	gen (5.555)	0.5200.750000	0.59 ((MA))	0.10 3314203	₹42.8°	0.13 38 <b>42</b> 5	3043255
Uniform Delay, d1	17.9; 1.00	29.9	20.00 (c)	0.67	3.2 0.31	22569666	88200888	1.22	0.68	1.00	1.00	99,778,03
Progression Factor	1.00 2.02	1.00 1.6.2%	ranska ka	2.9		tingereterin	06000 <u>0</u> 0800 <b>0</b>	1.44 986666	0.00 (**********************************	100 (2010)	997 <b>64</b> 9	888888
incremental Delay, d2	18.1	349,€: 46.1	San. :	20.1	1.2	(7809) SA	KREEPE CON	60.3	9.5	<i>∞∞99-7</i> 0 <b>43</b> .7	06000000 42.9	8,426,100
Delay (s) Level of Service	। .व.। अक्षरावर्गकर्ग	<b>40.</b> ( მანდქე <del>უ</del> ბ	898555145	20.4 30:356	1.2 30000000	1871 (30 (30 <del>)</del>	0000000000		90.00 <b>0.00</b>	-13.7 -25.58 <del>1</del> 73	S.ĀĒĞ	\$22255
Approach Delay (s)	elece P	45.4	2000 - 2	1100024	12.6	12667666	30,000 E 10,000 30,000 E 10,000	32.7	J. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	Section (Section 1997)	43.4	Chemical
Approach LOS				200.00	10 10 10 10 10 10 10 10 10 10 10 10 10 1			, i e				8 <b>33</b> 4
Intersection Summary	4868899	P000000	381E.0	SA 38	93.33863		2000 B				\$10.00X	1000
HCM Average Control E	)elav		30.2		1CM Le	vel of S	ervice	Windon.	C		26.1613.601	- 07.50
HCM Volume to Capaci			0.84	4,000	(9.TE150TB	a taxaxi qu	THE STEET STATES	a ne perpendición			· JOSEP CO	-y4/, '- k
Actuated Cycle32endth		2888	30000	(10000000 <b>)</b>	Sum of	lost fime	451888		<b>\$12.0</b>	<b>88888</b>	<b>3</b> 63809	
Intersection Capacity U	***************	, maenerista	87.2%	ecossosse 	e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de	el of Se	Parada de Principal de La de	000000000000000000000000000000000000000	D	randi. Nati 1960 (New	30,44,074,73	140.000
6 Critical Lane Stoup	0000000											

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Mayement XX	EBL	%EBT%	ØEBR (1)	WBE()	WET?	WBR	NBL	NBT	NBR_	SBL	SBT	SBR
Lane Configurations	ሻሻ	<b>十</b> 个		7	<b>↑</b> ↑		ሽሻሻ	<b>^</b>	7	<u>₹</u>	ተተተ	
Ideal Flow (vphpl)	1900		1900	( <b>900</b> )	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4,0	4.0	4.0	4.0	
Lane Util Factor	0.97	0.95	CTSC U	1.00	0.95	95 3012 - 17	0.94	0.95	1.00	1.00	0.91	
Fit	1.00	1.00		1.00	0.97		1,00	1.00	0.85	1.00	1.00	
Fit Protected	0.95%	1.00		0.95	1.00		0.95	1.00	1.00%	0.95	1.00	
Satd. Flow (prot)	3433	3539		770	3424		4990	3539	1583	1770	5085	
Fit Permitted &	0.95	1.00		0.65	1.00		0.95	1.90	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3539		1202	3424	.,	4990	3539	1583	1770	5085	
Volume (yph)	491	542	20 K <b>0</b> A C	/113	230	64	1196	1101	151.	57	1030	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adji:Flow:(vph) (2)	11517	3 <b>574</b>	(4) ( <b>0</b> (4))	319	242	67	1259	1159	159	60	1084	Q
Lane Group Flow (vph)	517	571	Ö	119	309	Ó	1259	1159	159	60	1084	0
Turn Type	Prot		o Pr	n+pt		2300	: Prot		Perm	Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases				8	1	1 - 26:0			2			Social de la companya de la companya de la companya de la companya de la companya de la companya de la company La companya de la co
Actuated Green, G (s)	16.1	22.3		13.2	13.2		27.8	45,9	45.9	4.8	22.9	
Effective Green; g (s)	17.1	23.3	Paris via Philippi Book on Depoted	14.2	14.2		. 28 8	46.9	46.9	5.8	23.9	
Actuated g/C Ratio	0.17	0.23		0.14	0.14	-1-1-1-	0.29	0.47	0.47	0.06	0.24	
Clearance Time (s)	5.0	5.0		5.0	<b>75.0</b>	(1) M	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	:587.	.825		2(5)	486		1437	1660	742	103	1215.	2000 B
v/s Ratio Prot	c0.15	0.16			c0.09		c0.25	0.33		0.03	c0.21	
v/s Ratio Petrit		3,720		0.03		)			0.10			
v/c Ratio	88.0	0.69		0.55	0.64		0.88	0.70	0.21	0.58	0.89	
Unitorm Delay, d1	40.5	35.1		39.7	40,5		33.9	21.0	15.7	45.9	36.8	77.8K
Progression Factor	1.30	1.35		1.00	1.00		0.48	0.20	0.0B	1.00	1.00	
Incremental Delay d2	7.4	1.2		30	(27)		42	99 <b>3</b> 9	~0.3	<b>.8</b> 3		
Delay (s)	59.8	48.6		42.7	43.2		20.4	5.4	1.6	54.1	45.4	
Level of Service	F.	, P		ØĐ.	233 <b>9</b> 3		×¢.		**** <b>A</b>	D.	D.	
Approach Delay (s)		53.9			43.0			12.5			45.8	
Approach LOS		7% D		200	D,			<b>.</b> B	\$ <b>2</b>		285 <b>0</b> 9	(A)
Intersection Summary			3248.336	3333	<i>3028</i>			######################################	8888 ·	25 <b>488</b> 8	(1386)	87588
HCM Average Control D	elav :	(1000) p. 11	30.9	35.6H	CM Lev	ol of S	orvice	. Nabbiga ka	C	or in the second		(23.45)
HCM Volume to Capacit		es e Maria prejuse.	0.84	er e e e e e e e e e e	- 2 ಸಾಧಾನಕ್ಕೆ	170 TUB	e: 1157-73	MMO ARMA WA	antina.Terr	v.v v. <del>4</del> - v. v. v v	z = (200° (2)	J. 4440 3
Actuated Cycle Length (			100,0%	₩S	unt of a	sayını	<b>(6)</b> /833	79 <b>6</b> 750	16.0	(2,4500)	1994 B	(1386) (1386)
Intersection Capacity Uti	いたちゅう アラン・モ	, caresatolos }	31.8%		and the second second	of Se	and the second second	renountries/bla	D	, 10 May 1		ALPON - EU)
c Critical Lane Group	048787	<i>960000</i>			en erene		9550955	()# <u>()#</u>		12 <b>453</b> 65	(2) <u>(0)(6)</u>	
Control of the Local Medical Control of the			a approximation of a first	and the second	manager and the second	ana may nya nya 1868 ara	دريد دهورد موسور و مي	- Carteria Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de Carta de C				

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Movement St. EBIS		BR WB12		WER:	SINBLY	NBT 8	NBR	SBID	⊗SBT:	SBR
Lane Configurations	4	<i>ተ</i> ለ ካ	4	7	*	444		7	ተተተ	7
			1900	: <b>1900</b> (	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0 4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor 10 100 100 100	(1,00) 0	88 0.95	0.95	1:00	1.00	0.91		1.00	0.91	1.00
Frt	1.00 0.	85 1.00	1,00	0.85	1.00	1.00		1.00	1.00	0.85
Fit Protected	0.96 × 1	00 0.95	0.97	1.00	0.95	1.00	485,375	0.95	1,00	1,00
Said. Flow (prot)	1785 27	87 1681	1715	1583	1770	5060		1770	5085	1583
Fit Permitted	0.961	00 0.95	0 97	1.00	0.10	1.00	N:180	0.11	1.00	1.00
Satd. Flow (perm)	1785 27	87 1681	1715	1583	184	5060		205	5085	1583
Volume (vph) # 345 8472	7 2	68 273	3.8 <b>63</b> .	65	436	2335	80	:35	1372	311
Peak-hour factor, PHF 0.95	0.95 D.	95 0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (Vph)	2 2 7 2	82 287	66	58	459	2458	84	37	1444	327
Lane Group Flow (vph) 0	56 2	82 172	181	68	459	2542	Ö	37	1444	327
Turn Type Split	y selection (pta	ov Spilt	4. 321	om+ov:	om+pt		)	m •pt		~Free
Protected Phases 4	4 4	45 3	3	1	5	2		1	6	
Permitted Phases				3	<u> </u>	6.0 Min		6		Free
Actuated Green, G (s)		8.4 14.2	14.2	18.2	60.7	53.7		37.4	33.4	100.0
Effective Green, g (s)		74 142	\$31426	17,2	63.7	56.7		39.43	36.4	100.0
Actuated g/C Ratio		37 0.14	0.14	0.17	0.64	0.57		0.39	0.36	1.00
Clearance Time (s)	4.0	4.0	4.0	×3.0	~3.0	7.0		₹3.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	I AFFERDATION CANAL	42 239	244	272	487	2869			(1851)	1583
v/s Ratio Prot	0.03 c0.	10 0.10	c0.11	0.01	c0.22	0.50		0.01	0.28	
ws Ratio Perm				<b>9 04</b>	c0.38		994 QY 18	0.11	BEJOSTIPE.	0.21
v/c Ratio		27 0.72	0.74	0.25	0.94	0.89		0.29	0.78	0.21
Uniform Delay, d1		18, 410		35.8	.28.8	188		21:4	.28.2	0.0
Progression Factor	1.13 0.	45 1.00	1.00	1.00	1.00	1.00		0.18	0.18	1.00
Incremental Delay, d2	0.5	1 99	# M 50	0.5	26.9	34.5	"- 14 000000000 Courte (40000	0.6	. 16.	S 304
Delay (s)	47.7	9.9 50.9	52.6	36.3	55.6	23.3		4.5	6.7	0.1
Level of Service	TAD ()	A., D		D	W.E	*****C		A	***A.	, A
Approach Delay (s)	16.1		49.3			28.3			5.4	
Approach EOS	#B.		see b.	200		98 <b>%</b> 0			A.	
Intersection Summary	1556 <b>777</b> 777	8 <b>3</b> 500 (1828) 853	<b>2</b> 585888	S-24 <b>30</b> 363	8000 DA	X 8 8 8 8 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8	Y80,600	VXX.2567	59988880	000000
HCM Average Control Delay		(7.3.000)	rowin	el of Se	EVICO :		C	******		10:50:16
HCM Volume to Capacity ratio	83788)(197958 <del>)(</del> <b>n</b>	#65374199 <b>82</b>	المكانة المتالخين	(ei 31/35	infoe S	and the second	W 1941		eran (i	G/ - +A
Actuated Cycle Length (\$)			\$66000	est in the	<b>16</b> 5°22'8		8 <b>1240</b> %		ereniose.	97668
Intersection Capacity Utilization	19.79 79.7	a, Carlos, Carlos Critica (M. Fallación)		el of Sen		121.00 M(ZQX)	<i>ाम</i> अस्त्र <b>С</b>	<ul> <li>149900000</li> </ul>	errantorio (n	99005990.
c. Critical Lane Group		80.00000000000000000000000000000000000			27031024 27031024			903 <b>8</b> 9	80008	W.C.W.
	1820 PERMITER	-16000000000000000000000000000000000000	24-24-26-26-26-26	100 EV 2015			Control and the	restante.	996036069	0.000

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Movement EBR EBR WVI	BE%WBT	WBR SNBLS	NETCONB	R SBE	SBT
Lane Configurations	<b>†</b>	•	41.↑		
	00 1900 J	1900 1900	1900 190	0.01900	1900 : 1900
Total Lost time (s)	4.0		4.0	,	
Lane Util Factor	0.95		720.95		
Frt	1.00		1.00		
Elt Protected	1.00		0.99		
Satd. Flow (prot)	3539		3500		
Fit Permitted	1.00		V.0.99		
Satd. Flow (perm)	3539		3500		
TO TOTAL CONTROL (ATTACK), INC., INC., INC., AND AND AND AND AND AND AND AND AND AND	e0 222	0 242	16(18 <b>42</b> LONG	0 0	0.250
	95 0.96	0.95 0.95	0.95 0.9		0.95 0.95
Adj Flow (vph) 0 0 0	0 234	255	886	00	0.3330
Lane Group Flow (vph) 0 0 0	0 234	0 0	1141	0 0	0 0
Turn Type	<b>S</b> SO BODA	Pem			
Protected Phases	<b>8</b> 		<b>2</b>	nova komprese	en an entre transferie
Permitted Phases		/			
Actuated Green, G (s)	36.0	. La de la desarta de la desarta de la constantina de la constantina de la constantina de la constantina de la	_56.0 ∘ v <b>–</b> ‱e .∞cc	ere a reconstructure.	meno oproblem de 1900 de
Effective Green, g (s)	\$6.0°		<b>%56</b> 0000	36.00.00	
Actuated g/C Ratio	0.36	1. 0.0000000000000000000000000000000000	0.56		recognocarrofica. FV
Clearance Time (s)	\$\$\$~\$ <b>4.0</b> \$		<b>A O</b>		<u>ા છે. જે જેવા છે. જે જેવા છે. જેવા છે. જેવા છે. જેવા છે. જેવા છે. જેવા છે. જેવા છે. જેવા છે. જેવા છે. જેવા છે</u>
Lane Grp Cap (vph)	1274	a randonales es escribia	1960	والمراب والمرابع والمراب والمرابع	real come all and the state of
vs Ratio Prof	c0.07	la aliverni	wang ng panaka		
v/s Ratio Perm	Section of the section of	nocon various maconica	c0.33	onar escretaristica	voluceoccopecopee#e#
v/c Religion	er er er er er er er er er er er er er e		0.58		
Uniform Delay, d1	21,9 \$\$\$ :4.60	n de la estado de decidado de decidado de la estada de la estada de la estada de la estada de la estada de la e	14,4	erenes de la grande	900000000000000000000000000000000000000
Prograssian Factor	0.3		SESTIMENTO CO		369-2609 88020
Incremental Delay, d2  Assistance (Control Control Con	8:800 <b>22.2</b> 00	(u) 1 - 00-7 - 08 <b>-795-6</b> 0	0.9 \$388968350000	0.000 <b>0.00000000000</b>	500,000,000,000
Delay (\$): Level of Service	शहरुक्षाहरूट्ट ः	ego likip padaganan sebagan	38.4°P\$3.000		
Approace Detay (\$7	ි මාර්ගම්මන නිරම	riorente tratandos de	869 <del>0405</del> 8888.08	50000000000000000000000000000000000000	) 40 <b>036036</b> 03603
Approach LOS A	waren en  (f) (#1658) (#1668) 	nagaran ka		erranderiaene. A	
Approact EOS A	Ç				~
Intersection Summary Assets 1997					
HCM Average Control Delay 21.5	HCM Leve	el of Service		Ċ	
HCM volume to Capacity ratio \$143 ***					
Cycle Length (s) 100.0	Sum of lo		8	.0	
Intersection Capacity Utilization: 45.0%	SACU Level	of Service		A	
c Critical Lane Group					

<i>≯</i> →	¥ €	<b>← 人</b>	<b>↑</b> †	r >	↓ ✓
Mayement	EBR®WBB®	WBT WBR	NBBS NBT	VBR SBE	SB16 SBR
Lane Configurations	*1	<b>4</b> ↑			ተተተ
	1900 1900	1900 1900	1900 1900	1900 190 <b>0</b>	1900 1900
Total Lost time (s)	4.0	4.0			4.0
Lane Util Factor	0.91	0.91			0.91
Frt	1.00	1.00	s come or a resolution of the	Participant Market	1.00
Fit Protected		0.99			1.00
Said. Flow (prot)		3353	and the second second	is a converse constraint	5085
Fit Permitted	0.95%	Water and the comment of the contraction			1,003
Satd, Flow (perm)		3353	and the state of Edward	Subject to the second	5086
Volume (vph) 0 0	221 - E. 2007/175/45 (C.)	250	0.00	\$3.0 × 3.40 ×	787
Peak-hour factor, PHF 0.95 0.95	0.95 0.95	0.95 0.95		0.95 0.95	0.95 0.95
Adj Flow (Vph)	0 258	263	``` <b>Ž</b>	0 0	୍ <b>୫28</b> ୦ 828 ୦
Lane Group Flow (vph) 0 0	0 183	338 0	O U	U U	026 U
Tum Type	Porm	re range ere			(1986)(1983)
Protected Phases	ATTORNEY OF ARREST	<b>ዕ</b> ይዓላት እአማማማማን <del>2</del> 8650		1516. c (1993 a 168 <b>0</b> 60-6	<b>♥</b> #837954238073458
Permitted Phases	- 14000 - 1800 <b>2</b> 000	ै। । । । । । । । । । । । । । । । । । ।	23404004054003000		56.0
Actuated Green, G (s)	0.36 	36.0 36.0%33333333	70 A - 1000 J 1000 100	8484780 (50050888	56.0
Effective Green (g.(s)  Actuated g/C Ratio	0.36	<b>୍ଟ୍ରେମ୍ବର</b> ପର୍ଯ୍ୟ ଓଡ଼ିଆ - <b>0.36</b>	COMMENTAL COMMENSACION		0.56
Cléarance Time (\$)	550 (1886) <b>4.0</b> 00	8 <b>40</b> 00000384	(663885 S037, X3388)		\$ <b>64.0</b> 8555.85
Lane Grp Cap (vph)	580	1207	end anne de de same bod	Special description of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the sec	2848
vis Ratio Brot	400 (2000) 400 (2000)		1990:90: E2000 (	19608666684848	600060000000
v/s Ratio Perm	<ul><li>3. Cassas Control (1994)</li><li>60.11</li></ul>	(10.10	ia. Putata mesepatu 1990	\$10,500,000,000	***************
We Ratio	~~& <b>≈≈∞6632</b> 3€	028		170370 (27070)	0.28
Uniform Delay, d1	23.1	22.8	er i vitare e natinako kinakitek i	0.198086.0988895555	11.6
Progression Factor	100000000000000000000000000000000000000	9 <b>92</b> 686 666		\$ 706.00 SONE	030
Incremental Delay, d2	1.4	0.5	Entre March 1977 (March 1974) March (March 1974) March 1974	en de la reception de la companyación de la company	0.2
Delay(s)	27.23	214			3708
Level of Service	C	C	a yer, eggera eskeraren kaskare		A
Approach Delay (\$)		23.5	0.0		2.7
Approach LOS A		С	Α		A
Intersection Summary	40000000000000000000000000000000000000	375559879° 220° 28° 28°	98876878 (SAMS)	200 00 200 00 00 00 00 00 00 00 00 00 00	38888888888888888888888888888888888888
HCM Average Control Delay	11.3 H	CM Level of Ser	::::::::::::::::::::::::::::::::::::::	<u>я сентория мереода.</u> В	March 2000 (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900) (1900
HCM Volume to Capacity late	0.30000000000			80 <b>2</b> 802 800 3	
	100.0 Si	im of lost time (	ର ୭୦୯୦ କା ବ୍ୟବସ୍ଥିତ । <b>ର</b> ୀ	**************************************	######################################
Intersection Capacity Utilization 3		U:Level of Serv		4.5 <b>A</b> 409588	
c Critical Lane Group	— 1 m 10 m 10 00 m 10 m 10 m 10 m 10 m 1	eromanan mora ett. L	vg_zomokokk <b>0</b> 0001.064004	**************************************	Annual Control of No. 14 (A. 1.

Movement         EBL         EBT         EBR WBE WBT WBR, NBL NBT, NBR SBL SBT, SBR           Lane Configurations         ↑         ↑         ↑         ↓ ↑           Ideal Flow (vphpl)         1900 1900 1900 1900 1900 1900 1900 1900
Lane Configurations         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         †         *         †         *         †         *         †         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *         *
Ideal Flow (vphpi)     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900     1900 <td< th=""></td<>
Total Lost time (s)       4.0       4.0       4.0       4.0         Eane Util, Factor       1.00       1.00       0.91       0.91         Frt       1.00       0.85       1.00       1.00         Fit Protected       1.00       1.00       0.97         Satd. Flow (prot)       1863       1583       1610       3290
Eané Util: Factor       1.00       1.00       0.91       0.91         Frt       1.00       0.85       1.00       1.00         Fit Protected       1.00       1.00       9.95       0.97         Satd. Flow (prot)       1863       1583       1610       3290
Fit Protected: 1.00 1.00
Satd. Flow (prot) 1863 1583 1610 3290
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Fit Permitted 1.00 1.00
Satd. Flow (perm) 1863 1583 1610 3290
Valume (VDh) 0 889 1.52 0 0 0 0 0 801 256 0
Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
Adj. Flow (vph)
Lane Group Flow (vph) 0 936 160 0 0 0 0 0 0 422 690 0
Turn Type 11.
Protected Phases 4 6 Permitted Phases 4
Actuated Green, G (s) 54.0 54.0 38.0
Effective Green, g (s) 54.0 54.0 55.0 38.0 38.0 38.0 38.0 38.0 38.0 38.0 38
Actuated g/C Ratio 0.54 0.54 0.38
Clearence Jume (s) 4.0 4.0 4.0
Lane Grp Cap (vph) 1006 855 612 1250
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v/s Ratio Perm 0,10 c0.26 0.21
V/c Raffe 0.93 0.19 0.55
Uniform Delay, d1 21.3 11.8 26.0 24.3
Progression Factor: 0.48 - 0.53
Incremental Delay, d2 15.9 0.5 6.1 1.7
Delay (s) 37:1 12:3 18:5 : 44:6
Level of Service D B B B
Approach Delay (s) 32.5 0.0 0.0
Approach LOS C A A B
Mersection Summary
HCM Average Control Delay 24.7 HCM Level of Service C
HCM Volume to Capacity visito 0.83
Cycle Length (s) 100.0 Sum of lost time (s) 8.0
Intersection:Capacity Utilization 79.3% CU Level of Service C
c Critical Lane Group

			-	4 4	<b>†</b>	<b>→</b>	<b>\</b> ]	. 4
#1# 207020120002 \$10000 \$100000000000		▼ ▼ C <del>CCCCCCCCCCC</del>	Karangga dan Salang Karangga dan Salangga	rerooned Brooned	Sonbtes		r Resource	ens ásibir.
Movement Lane Configurations	₩ ₩₩	kiti daran sari daran	valeur) metricus (inc	Programme and Children	<u>-000000000000000000000000000000000000</u>	SOLES DE L'ANGE	et in a single	Octobra Company
Ideal Flow (vphpl)	<b>ብ↑</b> 31900 31900≾	маал Маад	u Salenni Sal	900 1900	ስያስተው እንስተውሰው	1900 19	ann 1.119	00 11900
Total Lost time (s)	4.0	Siddow Thors	( 997,000 // 1/4	244: W.25	4.0	Maked White	17410000	25 008242
Lane Util Factor	**************************************	999 J. 697	gagganagagaan Taggaganagagaan	tivi wana	0.95	1258451.0	47 A	
Frt	1.00	10 to 3 (21)	erit Name (Care Care	A Mill Mills and	1.00			
Fit Protected	Debate 1/2 <b>0.97</b> 2				1.00			
Satd. Flow (prot)	3436				3539			
Fit Permitted	0.97				17400 g		( v x . 7	10000000
Satd. Flow (perm)	3436				3539	••	<u> </u>	****
Volume (vph)	984 1646	\$\$\$ <b>.0</b>	)	0.	450	0.	0//	<u>_0</u> 0
Peak-hour factor, PHF	0.95 0.95	0.95 0.96		0.95 0.95				95 0.95
Ad: Flow (yph)	1036 680		A. C. C. C. S.	(* <b>Q</b>		$\omega_{m{\hat{o}}}$	કે.્ુક્ર છેેે	ું <u>વે પ્રસ્થક</u> ્ષ્
Lane Group Flow (vph)	0 1716	<u> </u>	) U	<b>Q</b> (	474	U 12.11.11.11.11.11.11.11.11.11.11.11.11.1	<u></u>	U U
Turn Type	Pem.				Den wai da		(0 × 1000).	
Protected Phases	4 2000-2011 <b>2014 2014</b>	en er en en en en en en en en en en en en en	M. 4 <b>560-60</b> 001 1-00	000000000000000000000000000000000000000	Z egyptiekente	(0.50 PT 1650 166		410886.6
Permitted Phases Actuated Green, G (s)	54.0				38.0 38.0	8000.0a	QCCYYSSO	7307090477 FS
Effective Green, G (s)	54.0 3.022 354.0	www.comboudaasa	M. 1.686 (1.155 (1.166))	en liking didakta seke	38.0 38.0	8088 · 98	92.23 <b>23</b> 22	378875888
Actuated g/C Ratio	0.54	<b>දිරදි</b> බ්රිද යන ගනින් දිවියට	0.000	region college (CC)	0.38	999999999	35,4815,048.	S. Artista ing Mila
Clearance Time (s)	505085555 <u>47</u> 056	88881 FORW		35 <b>33</b> 3333333	0 ×8407	86864808446	102480	: 1480.4800.00
Lane Grp Cap (vph)	1855	Access of the control of	(4.6/30/Nova) <u>10.4</u> /3	a jamini ja ja katalija ja k	1345	designed to accoun		
ws.Ratio Prot		8880 000 338 <b>3</b>			: %60x13%	95057615663 2007615663	1000000	4 1028 (\$150)
v/s Ratio Perm	c0.50	(15)2000002.0155660	Company section	Cultural respective professional control	O MED DOMENT	SOCIAL CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONT	020070000	V. (2880) * ******
v/c Ratio	‱:	7807:0607030	96983993		0.35			
Uniform Delay, d1	21.1	Andread Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of th	The second of the second	eranenen era	22.2	v-11/2.2/11 S		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Progression Factor	3888378 <b>0.99</b> 3				1.00			
Incremental Delay, d2	6,3				0.7			
Delay(s)	273				22.9	10000		
Level of Service	C	er a marin a compressione	OPALES IOLE INCTERNAS.		C	E 1 1 2 a m n 1 d a 200	and and we	anas noticologis
Approach Delay (s)			<b>* 3:00 O</b> (5:5)		કેલ્લા <del>ટ2</del> સ્ <b>ટ</b> ્ર			0.0000000
Approach LOS	С		A		С			A
intersection Summary.						**************************************		
HCM Average Control D	elay	26.3	HCM Level	of Service		С		
HCM Volume to Capaci		0.69						
Cycle Length (s)		100.0	Sum of lost	time (s)	A TALL OF VERNING	8.0		
Intersection Capacity Ut	ilization 🐃 😁		ICU Lever	af Service				
di Defacto Left Lane.		rough lane a	s a left lane.				an on the second	nancial de desagna anti-
c.; Critical Lane:Group				(1) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)				

	ၨ	<b>→</b>	*	•	<b>←</b>	•	•	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ļ	4
Movement	ESB	EBT	EBRSS	VBE:	WBT	WER	NBL	NBT)	NBR	(SBL)	SBT?	SBR
Lane Configurations	ሻ	ተተጉ		44	<b>↑</b> ↑>			4	7	*1	ર્વ	
Ideal Flow (yphip)	1900	w - <b>%</b> -7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7-7	1900 1	900		1900	<b>1</b> 900		1900		1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	11.19912111		4.0	4.0	4.0	4.0	
Lane Util Factor	4.00%	81 <b>0.91</b> %.	5. Name	0.97	(0.95 🖰	ingana.		<b>1:00</b>	1.00	1.00	്1∂00 i	
Fit	1.00	0.99	* <b></b>	1.00	1.00			1.00	0.85	1.00	0.90	
Fit Protected to the second	0.95	950 <b>00</b> 003	44.00 <b>333</b> 3	0.95	31000.s		98 A D	(10:95°)	1.00	0.85	1.00	1 2500
Satd. Flow (prot)	1770	5053		433	3535	2	A	1777	1583	1770	1682	
Fit Pennitted	0.33	1.00		0.95	91.0 <b>0</b> 0			0.68	1,00	0.35	1.00	
Satd. Flow (perm)	244	5053	3	433	3535			1276	1583	647	1682	V. •V
Volume (vph)	7.5	11159	%:: <b>51</b> %:	287	1626	N/18 //	282	9	678	82	22	40
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adji Elow (voh) 1000 to 3	. £4 <b>7</b> %	1220	54	302	1712	<b>- 14</b> *	297	% ( <b>9</b> %	714	86	: <b>23</b> :	42
Lane Group Flow (vph)	7	1274	0	302	1726	0		306	714	86	65	Ö
Turn Type	Perm.	SALWIN.	\$6000 AF.	Prot	A 100 LSV 2		<sup>5</sup> em	20 O.	im #ov	Perm		
Protected Phases		4	W	3	8	-30-14-0-430-1-1		2	3		6	
Remitted Phases	10343			\$185.80			2	<b>3000 (300</b>	2	( <b>6</b>		
Actuated Green, G (s)	30.5	30.5		36.6	71.1	,0,0		30.9	67.5	30.9	30.9	
Effective Green g (s)	30.5	30.5	2500	36,6%	9 <b>73</b> 7788		######	30.9	67.5	₹30.9	30.9	garan da karan Karangan
Actuated g/C Ratio	0.28	0.28	1	0.33	0.65			0.28	0.61	0,28	0.28	
Clearance Time (s)	4,0	40.	O MONO TOSA Barrios Barrios	40	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vpb)	68	1401	27. (2.24 <b>3)</b>	142	2285		95000	§3585	4029	182	(7472)	7700 V
v/s Ratio Prot	, ,-, ,-	c0.25		90.0	c0.49				0.23		0.04	
Ws Ratio Retin	0.038				19818			¢0.24		0.13		(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
v/c Ratio	0.10	0.91		0.26	0.76			0.85	0.69	0.47	0.14	
Uniform Delay, d1	29.6	×88.4	er of each wind a few	26 <b>9</b> .	43.4	16 300		37.4	14.3	32.8	29.6	
Progression Factor	1.00	1.00		0.52	0.40			0.94	1.05	1.00	1.00	
Incremental Delay, d2	0.7	38.9		0.5	224	(J. 1874) (S. 18		17.5	20	1.9	×2,0.1	
Delay (s)	30.2	47.3		14.5	7.6			52.8	17.1	34.7	29.7	
Level of Service	C			В.,	A			, D	В	Ç.	, , C	124-00 2120-00
Approach Delay (s)		47.2			8.6			27.8			32.6	
Approach LOS®		D			$\mathbf{A}_{\mathbf{A}}$			O.				
Intersection Summary		056600000	100 (S. 100 (S. 100 (S. 100 (S. 100 (S. 100 (S. 100 (S. 100 (S. 100 (S. 100 (S. 100 (S. 100 (S. 100 (S. 100 (S	146	(1). (1). (1). (1). (1). (1). (1). (1).		wax.	00 E 366	000000000000000000000000000000000000000	William)	1266 A	Service J
HCM Average Control De	<u>- ressert</u> Bau	<u>erografie in 1900</u> Alexandro Cartalla II	24.8	A CONTRACTOR	CM CAG	el of Sen	nomerica Jicares	661 - V.J. 6747 1 - 1 - 1 - 1 - 1 - 1	<del>~~~~~~</del> (1)-(1) <b>(5</b> )-(1)	Part Control	1-000-0-15	Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Capación Cap
HCM Volume to Capacity		- 14000483	0.82	444) \$ <b>1</b> 5	رغ فيداً. رغ تم	4 3545		(1.259 to 6)	ari da 🕶 🖰	\$1.50° \$50° \$	"25.1 1 5 T	- 5
Actuated Cycle Length (s	vii.		11000	1127 SC	iiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiiii	stane is	9888	99.000	90 <b>9</b> 800	0008890300	880053	90000 T
Intersection Capacity Utili	raes; 928; zation	Karana R	ത്തുത്തുട 4. <b>7%</b>	ምምሌም <b>ጋ</b> ነ	www.ara	of Servi		88432.055.A	एक्क्स्ट्रेस्ट्रेस्ट्रेस्ट्रि	1877 - 1 <b>87</b> 3, 12	9- <b>36</b> 5 (1-16) (2-1	(56);(\$f)
c: Chical Lane Group	****	groen de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la company de la comp		0.888 <u>0</u> 7	<b>2000</b>	3.752.75	9 <u>7</u> 33463				83837 (438	33000
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Movement	SAEBIC	经基础的	EBR X	ABLESS.	WBT/	WBR 3	NBL	NBT.	NBR.	∭SB <u>L</u>	⊘SBT∶	SBR
Lane Configurations	ሻኝ	<b>4</b>		*	<b>↑</b> ↑		ሻሻሻ	<b>^</b>	7	ኻ	<b>ተ</b> ተተ	
fideal Flow (Volta)	1900	21900S	1900 1	900	1900	1900%	1900	4900	1900	1900).	1900.	1900
Total Lost time (s)	4.0	4.0	<i>2</i> 2 - 1, 100, 10	4.0	4.0	1000 000	4.0	4.0	4.0	4.0	4.0	
Lane Util Factor	0.97	0.95		ୀ00 ∷	0.95	11/1/17/19/24/5	0.94	0.95	4.00	1.001	0.91	
Frt	1.00	1.00		.00	0.98		1.00	1.00	0.85	1.00	1.00	
Fit Protected	0.95	1.00		95	(t/00)	3,400.00	0.95	11.00	00.1.0	0.95	1,00	ź.,
Satd. Flow (prot)	3433	3539	1	770	3475	v. · · · ·	4990	3539	1583	1770	5085	
FIT Permitted S	0.95	%,4,00°		.28	1.00	660.T	0.95	1.00	1.00	0.95	(1:00)	31.4
Satd. Flow (perm)	3433	3539	., ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	521	3475		4990	3539	1583	1770	5085	
Volume (yph)	418	× 423	0.75	166	513	112 <b>70</b> (1)	. <b>738</b>	1173	200	87.	1435	. 0
Peak-hour factor, PHF	0.95	0.95		.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
AdjaFlow(Vph)(SR.3333)	440	445		175(6)	540	74%	777%	1235	211		<b>%</b> 1511	0
Lane Group Flow (vph)	440	445		175	814	0	777	1235	211	92	ີ 15 <b>1</b> 1	0
Turn Type	: Prot	1000 (A) 1000 (A) 1000 (A) 1000	i ka opm	r+pt	Stantes.	va – Lovenská stali Podli o člad o čest	Prot	5.21 SQ	.Pem.	Prot.		W. 11.
Protected Phases	7	4	1444 A - 1844 - 1844	3	~ ´8	AND AND AND MORE	5	2	econdens of	1	6	
Pennitted Phases		80 S 86	930300000000000000000000000000000000000	- 8	2.023.	400000	1000		(300 <b>2</b> 0	\$ 1839 G	\$67. (c)	201 201
Actuated Green, G (s)	15.8	19.6	2	7.4	20.6	aparan arawayan	19.6	46.6	46.6	7.0	34.0	
Effective Green; g.(s)	16.8	20.6		9.4	21.6		20.6	47.6	47.6	8.0	35.0	935, 5
Actuated g/C Ratio	0.15	0.19	C	.36	0.20	n a v v samovaj m	0.19	0.43	0.43	0.07	0.32	-400
Clearance Time (s)	5.0	\$ \$50 ·		5.0	5.0		5.00	5.0	5.0	5.0	5.0	9%T
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (Vph)	<b>524</b>	663		389	6823	n er den er Grandenska	934	4531	685	129	1618	5690g/f.
v/s Ratio Prot	c0.13	0.13			c0.18	. 400 400000000	0.16	c0.35	777 NO 1244	0.05	c0.30	200 - 20
V/s Ratio Perm	130/8.69			09		804W	erega	X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40 ) X (40	0.13			M H.M
v/c Ratio	0.84	0.67	Ö	.45	0.90	*******	0.83	0.81	0.31	0.71	0.93	
Uniform Delay of	845.3°	<b>2410</b>		4.0 V	43.1		43.0	27.2	20.4	49.9	36,4	T
Progression Factor	0.79	0.45		.00	1.00	*****	0.60	0.38	0.29	1.00	1.00	214
Incremental Delay d2.	6.5	36.6		08	<b>*5.0</b> *		£5.9	3.2	0.8	<b>17.0</b> 3	10.4	807 (1) 807 (1)
Delay (s)	42.1	20.3	3	4.8	58.2		31.6	13.5	6.7	66.9	46.7	
Level of Service	O D	2. C		C	经通知		( % <b>C</b> %	766 <b>B</b>	× A		ile D	₹710 L
Approach Delay (s)		31.1			53.0			19.2			47.9	
Approach LOS		/// <b>// C</b> //			* P.		1986	₩ B			D.	
Intersection Summary	********		0.000000000			VI-868356	15000	Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Contro		0000000	200028	90 F 30
HCM Average Control D	elav	The second second	34:3	H	M Lev	el of Ser	vice	CONTRACTOR	333.40	Contraction of the second	e <del>ngawar salahara</del> Marangan salaharan	****
HCM Volume to Capacit		QU-2100000	0.87	1 1 7 1 9 P	si sa ima ki	S. M. W.	1110	. 183000000	or proper		20, 20,000	J.175
Actuated Cycle Length		98098 <del>888</del>	100000	'∰Sin	matia	st time (	<b>\$1</b> 0000	3664678484	88 <b>12</b> :08	8ES (188 <b>9</b> 0)	Section de	155
Intersection Capacity Ut		8	**************************************			l of Serv			eniman D	were contact	\$7: \\ Z \\ \\ \	William .
Confical Cane Group		8940000000	9330000				<del>Minton</del>	889353889	0039800A	65-47-194-38	02(38)859	6850.4
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	<i>→</i> →	• 🔻	- ★*	-	*	4	<b>†</b>	-	-	<b>↓</b>	1
Movement/////	EBL SEB	FOREBR:	(WBB)	WBT	OW/BRA	NBD	NBT.	NBR	SBLS	SBT	SBR
Lane Configurations		1 77	*	4	7	*	<u></u> ተተጉ		ች	<b>ት</b> ትት	7
ideal Flow (vphip))	1900 190		1900	1900	31 <b>900</b> .3	.1900		1900	1900	1900,	1900
Total Lost time (s)	4.		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util Factor	: 41 <b>0</b>		0.95	0.95	<b>1,00</b> .	1.00	*1.00		1.00	1,00	1:00
Frt	1.0		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Fit Protected	. 0.9		0.95	0.97	1,00	0.95	1,00	K. 1997	0.95		
Sald, Flow (prot)	178		1681	1708	1583	1770	5510		1770	5588	1583
Fit Permitted	0.9		0,95	0.97	1.00	PO.08		复新货品	0.08,		1.00
Satd. Flow (perm)	178		1681	1708	1583	141	5510		151	5588	1583
Volume (vph)	230 4		191	. 32	56	188	1767	182	92	2321	82
Peak-hour factor, PHF	0.95 0.9		0.95	0.95	0.95	0.95	0.95	0,95	0.95	0.95	0.95
Adj. Flow (vph)	242 4	7.53.23.477	201	34	> 59	198	1860	192	<u>[</u> 97 <sub>9.</sub>	2443	- 86
Lane Group Flow (vph)	0 28		115	120	59	198	2052	.0	97	2443	86
Turn Type	<b>Split</b>	pt+ov			pttov		GRANCS		pm+pt.		Free
Protected Phases	<b>4</b> 2001 (200 <del>2)</del>	4 45	3	3	3.1	<b>5</b>			1	6	
Permitted Phases				n jagge	887 <u>28</u> 9	2)		W. Shire	6.		Free
Actuated Green, G (s)	<b>23.</b> 0		11.9	11.9	18.6	60.5	50.8		54.2	47.5	110.0
Effective Green, g (s).	(((((((((((((((((((((((((((((((((((((((	35.6	(19		317.6	<b>61.8</b> 0	52.8		55.2	•>	110.0
Actuated g/C Ratio	0.2 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000 - 2000		0.11 4:0	0.11 27 <b>4:0</b> 2	0,16 	0.56	0.48	v taleni	0.50	0.45	1.00
Vehicle Extension (s)	66666666666666666666666666666666666666		1 1 1 1 1 A A C T A C A	こうしょどりをこ	8.300	\$ (3.D)	6.0	81880.44	3.0		
	3.0 138881888		3.0 182	3.0	or other persons	3.0 	3.0 2645	10.0500 t	3.0	3.0	**************************************
Lane Grp Cap (yph) v/s Ratio Prot		The second second	1.00	્રી <b>85</b> ુ	<i>ૺ</i> ૹૢૺૢૢૢૹ૽૽ૢૹ૽ૺૺૺ				160	'	4583
ws Ratio Perm	c0.16	6000000000	0.07	c0.07	0.04	c0.08 c0.45	0.37		0.03	0.44	CHANNE
v/c Ratio	0.74	?‱?‱ 4 0.62	ଷ୍ଟ୍ରଫର୍ଡ଼ 0. <b>63</b>			29.500000		K)(811112	0.27	- 1 · · · · · · · · · · · · · · · · · ·	0.05
Uniform Delay of	0.74 3000008 <b>40</b> 0		∵47/Q∜	0.65 347.03	0.23 40/3	0.93 31. <del>6</del> 3	0.78 23.7	1000001111	0.61 .19.3	0.97 29.6	0.05
Progression Factor	**************************************		32 <del>4</del> 7393 1.00	1.00	ાસ્ક્રિપ્રસ્ટા 1.00	್ವವಾಗಿರು 1.00	1.00	<b>33</b> 967.	1.39	0.44	1.00
Incremental Delay 12	1.24. 1969: 1969: 1969: 1969: 1969: 1969: 1969: 1969: 1969: 1969: 1969: 1969: 1969: 1969: 1969: 1969: 1969: 1969: 19	a 1.37 ₩\$\$\$\$\$\$\$\$	1.00 NA <b>R</b> 02	1. <b>00</b> 31.335/201		+.00 ⊮43.4⊜	1.00 !:::86%.*:	rapora i en i	3.3.	0.04 (4) <del>7</del> 7 3	0.00
Delay (s)	88888888888 57.	43.5	53.9	54.7	ያማማ? 40.8	74.8	26.0	588 <b>6</b> 868.0	30,1	20.8	0.0
Lever as Service	3339333333345 333933333345	, 70.0 2012/2014	8.28 <b>6</b> 7	garine.	32000000000000000000000000000000000000	(4. <b>0</b> 22000±3	20.0 3333355	tanasa.	ು∵⊘ೆ		2338A
Approach Delay (s)	9781.99848956 47.6	zakiaciók katolo		್ಯಾಡಿಕಳ 51.6	25 NACH559	990 DH3	722000 30,3	000.00.00	ra. HYB	20.4	0.0000
Approach LQS	2000 <b>2000 200</b>	1669)(689)(69	0.000000000000000000000000000000000000	8 <b>8866</b> 8	200008338	<b>986</b> 00000	30.0 3880 <b>6</b> 88	Second	wa salama	20.7 22.60	990000
Intersection Summary	1000 1000 1000 1000 1000 1000 1000 100	201802023 2018024	2000-080 <b>090</b> 2000-0888-009	ର ଜଣ ଅଟେ ଅଟେ । ଜନ୍ମ ବ୍ୟବସ୍ଥାନ ।	2000 (2000) 1800 (2000)	rous conserva Conservações	i i Santantana. Santantana	ଟାସଫୋଟର ଅବସେଖିତ	rancialista Perendenta	Niger <b>™</b> i Nagera	10000000000000000000000000000000000000
HCM Average Control De	<u>este (1960) (S</u> alaba <u>n)</u> Kanada da da da da da da da		00.05000000000000000000000000000000000	- 1288 AV		<u> </u>	Sec. 17.500.		90,783,83,	<u> </u>	9222
HCM Volume to Capacity		29.8 0.87	11-19:30	iciti hei	/el.of:Se	irvice :	2006L-2	. يان دو	Marin:		
Actuated Cycle Eepoth (8)		∪.o/ %%f8030€	5155. <b>220188</b> 5	(Ingersación	533651535±1	and the second	(Series)	Ola Service	; 950, c 198	enegacies Santa	50899898
Intersection Capacity Utili:		90.5%	ROSSER T		st time of Ser		<i>:::::</i>	216 <u>:0</u>	80.799.78		18000AS
confical Lane Group		- 00.076 \$599,886	ጥ. የመጀመሪያያው የመ	COORDANCES	71 UT S⊖T 27 27 24 24 24	Moe Moe	00000000000000000000000000000000000000	:::::::::::::::::::::::::::::::::::::	0.80.550	<u>ರಿಸಿಚಿಗಾರ</u>	000000000
PARTING SANGES AND SANGES OF THE PARTIES OF THE PAR		ONE SOUR	:250 <b>3</b> 003	भारतस्य दिल्ली । भारतस्य स्थान		<b>2776</b> 1276 (		34. <b>60</b> 00.	20	Reign ?!	2000

<b>ナーティー ペイ ↑ ァ</b> ↓ ↓	4
Movement SEL SEL SET. WEL WEL WEL NEL NET NER SEL SET.	SBR
Lane Configurations ††	
[deal-Flow (vphpt)] 1900 1900 1900 1900 1900 1900 1900 190	900
Total Lost time (s) 4.0 4.0	
Lane Util, Factor	457
Frt 1.00 1.00	
Fit Protection (1) 1972 (1) 1972 (1) 1972 (1) 1973 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 1974 (1) 19	100 M
Satd. Flow (prot) 3539 3489	
Fit Permitted (1. 1992) 1 12 12 12 12 12 100 (1. 1992) 1 10 10 10 10 10 10 10 10 10 10 10 10 1	
Satd. Flow (perm) 3539 3489	
Volume (vph) 0 0 0 615 0 310 776 0 0	. 0
	0.95
Adj. Flow (vbh) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0
Lane Group Flow (vph) 0 0 0 0 647 0 0 1143 0 0 0	- 0
Tum Type	o go Naviv
Protected Phases 8 2	
Remitted Phases	38
Actuated Green, G (s) 46.0 56.0	
Effective Green, g (s) 46.0 56.0	M.
Actuated g/C Ratio 0.42 0.51	sama.
Cletrance Time (s) 4.0 4.0	2800
Lane Grp Cap (vph) 1480 1776	
Vs.Ratio Ptol	98.3
Ws Ratio Perm c0.33	
- SAGNA STAKTIONED A AND SERVING AND AND AND COMPANIES AND AND AND AND AND AND AND AND AND AND	
Uniform Delay, d1 22.8 19.7 Progression Factor 0.52	er oktor
	1675
Incremental Delay, d2 0.9 1.4 Delay (\$) 23.7. 11.6	ersee.
Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Contro	NX8
Level of Service C B Approach Delay (s) 11:6	53802
Approach LOS A C 8 A	STEP.
intersection Summary	<b>#</b>
HCM Average Control Delay 16.0 HCM Level of Service B	
HCM Volume to Capacity ratio	
Cycle Length (s) 110.0 Sum of lost time (s) 8.0	
Intersection Capacity Utilization 356.6% CULLevel of Service	Æ
c Critical Lane Group	

Timing Plan: PM 3/28/2003 wellsamci1-st51

→ → → ← ← ↑ ↑ ↑ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓	1
Movements EBL EBT EBR WBL WBT WBR NBU NBT NBR SBL SBT	SBR
Lane Configurations 可 付 付	
tdeal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	1900
Total Lost time (s) 4.0 4.0 4.0	
Lane Utili Eactor 1977 1979 1979 1971 0.91	1131
Frt 1.00 1.00 1.00	
Elt:Protected - 4575 10 1 45 10 10 10 10 10 10 10 10 10 10 10 10 10	
Satd. Flow (prot) 1810 3296 5085 Flt Permitted 0.95 0.97 1.00	.580 <b>6</b> 1
Pit Permitted: 0.95 0.97 100 Satd. Flow (porm) 1610 3296 5085	0.00
Volume (vph) 0 0 0 0 898	<u>∞</u>
Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	0.95
Adj Flow (Vph)	്ര
Lane Group Flow (vph) 0 0 0 357 624 0 0 0 0 945	ů
Turn Type	13000
Protected Phases 8 6	
Permitted Phases	
Actuated Green, G (s) 46.0 46.0 56.0	
Effective Green, g (s) 46.0 46.0	300
Actuated g/C Ratio 0.42 0.42 0.51	0000007
Clearance Time (s) 4.0 4.0	<u> </u>
Lane Grp Cap (vph) 673 1378 2589  V/s Ratio Prot	885577t
v/s Ratio Perm c0.22 0,19	(1000 mg
We Ralle 2007	grades.
Uniform Delay, d1 23.9 23.0 16.3	82.00
Progression Factor 0.49 0.55	392
incremental Delay, d2 2.6 0.9 0,2	AZTERA
Defay (\$1.50).	70209
Level of Service B B B A	
Approach Détay (s): 6.0 -13.9 0.0	
Approach LOS A B A A	
Intersection Summary	
HCM Average Control Delay 11.0 HCM Level of Service B	
HCM Volume to Capacity retion 0.44	
Cycle Length (s) 110.0 Sum of lost time (s) 8.0	
Intersection Capacity Utilization 44.7% ICU Level of Service	
c Critical Lane Group	

Timing Plan: PM 3/28/2003 wellsamcl1-st51

<i>→</i> → → ← <sup>4</sup>	- < < 1	x x 4 2
Movement EBL EBL EBR WEL W	STZWBR NBL NBT	NBR SBE SBT SBR
Lane Configurations 🕴 🎁		7 44
	00   1900   1900   1900	1900 1900 1900 1900
Total Lost time (s) 4.0 4.0		4.0 4.0
Lane Util Factor: 1.00 1.00	halbi muddhala kankiri	0.91 0.91
Frt 1.00 0.85		1.00 1.00
Fit Protected 1.00 1.00 1.00		0.95 0.98
Satd. Flow (prot) 1863 1583		1610 3306
Fit Permitted 1.00 1.00		0.95 0.98
Satd. Flow (perm) 1863 1583		1610 3306
Volume (yph) 0 692 319 0	00:44:30:45:04:53:00:	0 1160 557 0
·	95 0.95 0.95 0.95	0.95 0.95 0.95 0.95
Adj. Flow (vph) 0 728 336 0	-Barrie Gorace Gorano Br	0 1221 586 0
Lane Group Flow (vph) 0 728 336 0	6 0 0 0	0 614 1193 0
Turn Type (%)		Perm
Protected Phases 4	e mage e montre specimento de la compressión de capa	<b>6</b> ::::::::::::::::::::::::::::::::::::
Permitted Phases 4		na a na katalan katalan katalan katalan katalan katalan katalan katalan katalan katalan katalan katalan katala
Actuated Green, G (s) 59.0 59.0		43.0 43.0 43.0 43.0
Effective Green, g (s) 59.0 59.0	AN KAMBURADA BEN PERMUMI	
Actuated g/C Ratio 0.54 0.54 Clearance Time (s) 4.0 4.0	Tradition (Section System) (Section Fig. 1996)	0.39 0.39 4.0 4.0
	1556.74.1559.892.80701.6685562.8625	629 1292
Lane Grp Cap (vph) 999 849  Vis Ratio Root 60.39	. 12-10 (1900) 153-25-2500000000000000000000000000000000	029 1292 
v/s Ratio Perm 0.21		c0.38 0.36
V6 Ratio 3 3 0 40	n no description de la composition della composition de la composition de la composition della composi	735-3 70 <b>.98</b> 75 <b>0.92</b> 875-447
Uniform Delay, d1 19.4 15.0	and the policy of the second of the second of the	33,0 31.9
Progression Factor 15.00 21.00	eroes alles livesterress (eroes richteber)	071 075
Incremental Delay, d2 4.7 1.4		29.5 11.8
Delev (s) 78 200 24.1 16.4	orkáliselőssökkés keddénykelészten	52.8 35.7
Level of Service C B	, ye in bilater badan katalan bada bada bada bada bada bada bada ba	D D
Approach Delay (s)	000000000000000000000000000000000000000	#1286509# <b>122724176</b> /52272
Approach LOS C	A A	D
Intersection Stranger		
	Level of Service	C
HENT Volume to Capacity ratio 0.83		
	of lost time (s)	8.0
	evel of Service	C .
c Critical Lane Group		

<b>→ → → ← ← ← + → → ↓ →</b>	/
Movement Service EBT FEBR WELL WET WERE WELL WET SERVICE SET SE	R
Lane Configurations 4↑	<u> </u>
[deal flow (Vphpl)]	Ö
Total Lost time (s) 4.0 4.0	•
Lane Util Factor	8
Frt 1.00 1.00	
Fit Protected 0.98	ä.
Satd. Flow (prot) 3467 3539	
F)(Permitted	X
Satd. Flow (perm) 3467 3539	
Volume (vph) 700 984 0 0 0 257 0 0 0	O
Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	
	Ō.
Lane Group Flow (vph) 0 1773 0 0 0 0 0 271 0 0 0	0
Turn Type Perm	56
Protected Phases 4 2	4.
Permitted Phases	Æ.
Actuated Green, G (s) 59.0 43.0 Effective Green, g (s) 59.0 43.0	
Actuated g/C Ratio 0.54 0.39	(C)
Clearance Time (s) 4.0	3
Lane Grp Cap (vph) 1860 1383	<u> </u>
VIS Ratio Prot	40
v/s Ratio Perm c0.51	**
VCRatio 0.95	33
Uniform Delay, d1 24.2 22.1	90
Progression Factor 1.24	775 305
Incremental Delay, d2 8.2 0.3	٠
Deläy(s) 224	\$
Level of Service D C	<b>.</b>
Approach Delay,(s) 38.1 0.0 22.4 0.0	83 86
Approach LOS D A C A	
Intersection Summary	<b>8</b> 8
HCM Average Control Delay 36.0 HCM Level of Service D	_
HCM Volume to Capacity ratio 0.63	3
Cycle Length (s) 110.0 Sum of lost time (s) 8.0	
Intersection Capacity Utilization 64.2% ICU/Level of Service	9
c Critical Lane Group	

Appendix D

Total Future Levels of Service

-	٠.	<b>→</b> >	•	←	<b>*</b> •	<b>\</b>	/	<b>&gt;</b>	<b>↓</b>	4
Movement	BESS E	BTS%EBR	83 <b>W.B</b> E3	WENT S	WBR N	BE SABA	ONERS	SBC	SBT	SBR
Lane Configurations	ካ ተ	<b>∱</b> β	7474	<b>†</b> \$		€1	7	Į.	7>	
Ideal Flow (vphpl) 3 3 19	90 <b>0</b> 1389	900 1900	1900	(900	1900 . 19	00 1900	1900	∮1900 ⊹	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	
Lane Util. Factor	00 - 0	( <b>91</b> 77774)	`.∜1′80.°	0.95		1.00	1.00	01.00 S	1.00	
Fri 1	.00 O	.97	1.00	0.98		1.00	0.85	1.00	0.93	
Fit Protected 3880 3890	.95	<b>100</b> 000000000	0.95	1.00	4,000,000,000	0.96	1.00	0.95	1.00	WAX.
		938	3539	3476	· · · · · · · · · · · · · · · · · · ·	1788	1583	1770	1723	
Fit Permitted		<b>300</b> , 300	0.95	00°.	000 m 100 m	2,75	31.00 S		1.00	
Satd. Flow (perm)		938	3539	3476		1394	1583	1322	1723	
Volume (vph)		510 362		<b>58</b> 6	79	58 🔠 11	89	22	9.	. 9
Peak-hour factor, PHF 0		.95 0.95	0.95	0.95		95 0.95	0.95	0.95	0.95	0.95
Adj. Flow (Vph)	<b>44</b> 316	589 381	1254	617	83	61, 312,	94	23	9	9
Lane Group Flow (vph)	44 19	970 0	1254	700	0	0 73	94	23	18	0
Turn Type pm	+pt 📏		Prot		Pe	m.	pm+ov	Perm		
Protected Phases	7	4	3	8		2	3		6	
Permitted Phases	4	3020 A				. <b>2</b> %/30%	~~~ <b>?</b>	. 6	33730	
		9.6	39.6	76.8		8.8	48.4	8.8	8.8	
		9.6	39.6	76.8		8.8	48.4	88	8.8	
		.40	0.40	0.77		0.09	0.48	0.09	0.09	
TO STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE ST		4.0	(S) 4 0 X	~ 4.0		A 7000	4.0	4.0	4.0	
		3.0	3.0	3.0		3.0	3.0	3.0	3.0	
Lane Grp Cap (yph)	·-··	955	∴1401≥	2670		123	<b>//</b> .829	116	152	
	.00 c0	.40	c0.35	0.20			0.04		0.01	
Ws Ratio Perm. 30	05		22 BOS			60,05	2001 ·	0.02 💒		
		.01	0.90	0.26		0.59	0.11	0.20	0.12	
Uniform Delay dit.	7.9 3	0.2	× 28.3	33,4		43.9	**14.4	42.3	42.0 ::	#75E
		.00.	0.69	0.27		1.25	0.69	1.00	1.00	
		22	5.8	0.2×		5.7	0.0	0.8	0.8	
	8.1 5	2.4_	25.3	1.1		60.8	9.7	43.2	42.4	
Level of Services	В	D.	%	A			Α	D.	D.	93.00 1
Approach Delay (s)	5	1.7		16.6		32.1			42.8	
Approach LOS		O		В				332	D.,	
intersection Summary		8880 Y 484							<b>%3X</b>	2000
HCM Average Control Dela	V Rabb	34.4	H EEE H	Clvr Leve	of Service	e	and the second	-C. (300)	0.000	1115
HCM Volume to Capacity ra		0.92	1210602272386	.ದಾರ ರಾಜ್ಯ	T. (71.) 37.73.78.78	57. N. A. A. S.		urya r <b>t</b> iri (	. 22 (2), 31 f	.w.c *!**
Actuated Cycle Legath (s)	\$153,0403X	880888000A	9889888 <b>8</b>	um offici	attime (S)	2-0-2000	\$34 <b>2</b> 68	800 <b>384</b> 0 0	V. 550 (1997)	328333
Intersection Capacity Utiliza	ensissinii Ition	95.6%	60060000000000000000000000000000000000		of Service	5 4 1 7 5 1 1 5 1 5 5 5 5 6 1 )  -	occanion E	contrative (%	ngeon zoon	04/0000
c Critical Lane Group	80 <u>38</u> 438				Copyre (Capacity)		enimates.	000000000		28.00X
DANKE WESTERNE STATISTER ST. ST. S. S. S.	under de de la confederación de la confederación de la confederación de la confederación de la confederación d La confederación de la confederació	wadan ing pada bada	54.500,054.8 <u>7</u>	100 CASE 00050	66-3-48-36-36-36 <u>0</u>	-0.100000000 <b>001</b> 900	000000000000000000000000000000000000000	000000000000000000000000000000000000000	W10000000	00/99/85

	•		•	· ·	<b>—</b>	٠.	<b>\</b>	<b>†</b> ,	<b>&gt;</b>	<b>\</b>	<b>↓</b>	4
Movement	}}£8 <b>6</b> ;	E <b>B</b> TO	FEBROW	/BK*_X	Misjen	BRANN	BLANKINE	et Sane	<b>17</b> 288	SBL:	SBT&	SBR
Lane Configurations	1,1	<b>ተ</b> ተ		ኻ	<u>ተ</u> ጉ	ሻ	ኘካ ተ	<u> </u>	7	ሻ	<b>ተ</b> ተተ	
Ideal:Flow (yphph)	1900	1900	1900	900 1	900 19		00 190			900		1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0 4		1.0	4.0	4.0	
Lane Util: Factor	*1.00	0.95		.00 - : 0	95	0	940 0.9	<b>5</b> 000	Ó0''''	.00	*0.95	or construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the construction of the con
Frt	1.00	1.00	1	.00 0	).97	1.	.00 1.0			1.0 <mark>0</mark>	1.00	
Fit Protected	0.95				00	memo.	<b>95</b> 5 10			95	1.00	
Satd. Flow (prot)	3539	3539			429		90 353			770	5309	
Flt Permitted	0.95	1.00			.00		95 1.			95	1,00	3.8
Satd. Flow (perm)	3539	3539			429		90 353			770	5309	
Volume (vph)	494	545	The second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of th		242		57 114		51	57	1085	. 0
Peak-hour factor, PHF	0.95	0.95					.95 D.9			0.95	0.95	0.95
Adj:Flow (vph)	(520)	574				-1 "	28 116		59	60	1142	. 0
Lane Group Flow (vph)	520	574	0	127	322	0 14	28 116	34 1	59	60	1142	0
Turn Type	Prot		) - See pm	+pt	36° (34°	, , , , , P	(of		m (	Prot∵		3.220
Protected Phases	7	4		3	8		5	2		1	6	
Pormitted Phases			ran Provincia de la como de la como de la como de la como de la como de la como de la como de la como de la co	8					2			
Actuated Green, G (s)	16.0	22.5			3.5		7.5 45		5.7	4.8	23.0	
Effective Green, g.(s):	., 17.0	.23.5	38.8.3.2.1	4.5 💸		A 4.8 M 1 M 1 1 1 1 1 1 1	8:546			5.8	24.0	
Actuated g/C Ratio	0.17	0.24	_		).14		.28 0.4			0.06	0.24	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0 5		X <b>O</b> ())	5.0	% <b>50</b> %	****
Vehicle Extension (s)	3.0	3.0		3.0	3.0				3,0	3.0	3.0	<u>-</u>
Lane Grp Cap (Vph)	602		ta aya ista ayan ayan ayan a		497		22 J69			103	1274	2000
v/s Ratio Prot	c0.15	0.16			.09	c0.	29 0.3	33	(	0.03	c0.22	
v/s Ratio Perm			and the first first first the sale and the	04					10			2883
ν/c Ratio	0.86	0.69			).65		.00 0.7			).58	0.90	
Uniform Delay, d1. 🐃	40.4	34.9	and the common production of the second	177.7 - 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	0.3	C. P. SKE C. C. C. A. C	5,8 × 21		$m_{i}, \dots, m_{i}$	15,9	35.8	
Progression Factor	1.28	1.34			.00		47 0.1	18 0.	07 1	.00	1,00	
fneremental Delay, d2	6.0		water week a war and a		<b>2</b> 930		THE PROPERTY AND ADDRESS.	D*//(	13.246	814	85	2000
Delay (s)	57.8	47,9	4	9.6 4	3,2	33	3.2 4	.8 1	1.4 5	4.1	45.3	can control
Level of Service		%% <b>;</b> ₽		S D VA	(D)		$\mathbf{c}$	<b>A</b> 9886	A	O.	.?%• <b>D</b> %	
Approach Delay (s)	encentros	52.6	nacenski skravni.	4	1 <b>5.1</b>	acasta esta esta	19	. <b>3</b> 		oneres e	45.7	Na. (2000 No.
Approach LOS		M.			$\mathbf{D}$	(C)		B			D.	
Intersection Sertimary			20 <b>382</b> 3400		<b>8</b> 180 o 108		2292224	8008W		8000		00000
HCM Average Control D	elav		33.8	HCN	/ Level c	f Servic	<b>9</b>		C		20,000	
HCM Volume to Capacit		1.0000000001	0.88	(**.1972)	di dia dia p				· 40,000	w. 1-40	212121	788 1
Actuated Cycle Langilly			100:0	e sam	of lost	inetsi.	2800000	26. (S. 28. E	(1888)		0288888	33883
Intersection Capacity Uti	C#7.4 <del>7</del> T#2774	and processing	96.6%		Level of			CARROTTE	D Santone	Andrew Street	a constituent to	ves(4,4)
c Chical Lane Group	1.22.20	and the	m. 05 y 44 1988	operior si	30.000 (see	883333	88 C S F F F	S33833	<u> </u>	2300	99 <b>8</b> 833	4333
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Movement 3	EBLE E		X.WBC	:WBT	WBR	NBI®	NBT%	NBR:	°SBL	<b>SB</b> T	SBR
Lane Configurations		4 37	<u> </u>	4	7	"	<u>ተ</u> ሳጉ		<del></del>	<b>ተ</b> ትተ	7
Ideal Flow (vphpl)	190D 19	00 1900	1900	1900	. 1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0 4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util Factor	1	CO 0.8	0.95	< 0.95	(*'Y '* . *	1.00	0.91		1,00	0.91	1.00
Frt		00 0.86			0.85	1.00	1.00		1.00	1.00	0.85
Fit Protected		96 1.00				0.95	1.00		0.95	1,00	1.00
Satd. Flow (prot)		84 278		1718	1583	1770	5062		1770	5085	1583
Fit Permitted:		96 1,00			31.00	0.11	1.00		0.12	1 00	1.00
Satd. Flow (perm)	17	84 278		1718	1583	204	5062		229	5085	1583
Volume (vph)	52	7 : 29			65		: 2496 ×		^(35)	1377	374
		95 0.98			0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (yph)	55 🛴	ു7∷3 <b>1</b> ∦		n en includer and a contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract o	68	548	2627	84	37	1449	394
Lane Group Flow (vph)	0	62 312			68	548	2711	0	37	1449	394
Tum Type	Split	pt+o	Z. Split		pm for	pm+pt		30.23 A	pm+pt:		Free
Protected Phases	. 4	4 45	5 3	3	1	5	2		1	6	
Permittee Phases						2	2020		6		Free
Actuated Green, G (s)		1.2 42.2		14.3	18.3	60.5	53.5		33.5	29.5	100.0
Effective Green (g (s)		),2. 41 <sub>4</sub>	W-1100 PARCON	heidi Zaferia	17.3	635	56.5	2008-0002 2008-000	.35.5		J000.0
Actuated g/C Ratio		10 0.4	0.14	0.14	0.17	0.64	0.56		0.36	0.32	1.00
Clearance Time (s);		10		4.0	ran an  3.0	7.0	1800	3.0	7.0		
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	スタ 日本 もめ アフル アバテン	82 1148	anti-construction	246	274	~~5 <b>52</b>	2860		<b>] 128</b> .		1583
v/s Ratio Prot	0.	03 0.11	0.10	c0.11	0.01	c0.27	0.54		0.01	0.28	
vis Ratio Perm				***	0.04	N. 4 8.75.6 - 4.83			.0.09		c0:25
v/c Ratio		34 0.27		0.76	0.25	0.99	0.95		0.29	88.0	0.25
Uniform Delay, d1	* *	128 3 193		aran aran aran aran aran aran aran aran	357	29.0	20.4%		24.6	34.9	500
Progression Factor		17 0.36		1.00	1.00	1.00	1.00		0.22	0.19	1.00
Incremental Delay, d2		)5			22 <b>95</b> 2	36.9	8.43		0.6	3,4	0.2
Delay (s)	49	3.3 7.0		53.6	36.2	65.3	28.8		6.0	9.3	0.2
Level of Service		P	P	ù De P	983 D				77/A	*** <b>A</b>	A S
Approach Delay (s)	14	1,0		50.2			34.9			7.3	
Approach LOS		B		8834 <b>0</b>			C.			788/A	
Intersection Summary	55660000000	<b>8</b> 0000088822		33 <b>336</b> 60	800332894	13.68863N	(28.8888) (28.8888)	3777.288	2450 <b>0</b> 850	899489	7888680
HCM Average Control Del	24.	26.0	naskoneaska Noordaa	HOM CA	vel of S	envice:	<u>San Gara</u>	C.	i og til i det e	: (/// ), ()	2000 00 00 00 1 20 00
HCM Volume to Capacity		0.83	. • • • • • • • • • • • • • • • • • • •	Section 17.	Activit Si	St. Alog.	i institution	eres <b>t</b> e s	ori (entite)	and a strike	V. V. C. 55.
Actuated Cycle Length (s)		300000 3000000000000000000000000000000		S. Marine (S. Britan)	lost time	166-67-6880	8868 <b>8</b> 866	100 <b>100 100</b> 0	1000000000	1985	312250
Intersection Capacity Utiliz		85.0%			el of Ser		e control de la control de la control de la control de la control de la control de la control de la control de	ଉଦ୍ୟୁଷ୍ଟିଲି  Th	(328)(1938)	s (00 <b>05050</b> 0)	0802EUS
c Critical Lane Group			8-888-888***	2000000	S. S. S. S.		0.200 <u>(188</u> 2)		99000	26 <b>22</b> 200	10001000
AND A SALE STATEMENT AND A SALE AND A SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE OF THE SALE	epiter#U.com/C	12000 FOR 1888 LB	8.1.7.486339)		7.994 <b>8</b> 99.29	C (\$4) \$4(\$\$\text{\$1}\text{\$2})	ar Nasar Sa	14101048443	PS (10/68269)	MARKER TO	00042986

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Movement :	OEBC DEBT	SEBR SWEE	Wet WER	PENBESSENBT	NBR SBI	SBT SBR
Lane Configurations			<b>^</b>	414		
Ideal Flow (yphpi)	1900 1900	*1900 % 1900:	1900 1900	1900 1900	1900 1900	1900 1900
Total Lost time (s)	e near engressante. Has an english	on the same of the same	4.0	4.0	V. V. 11111 - V. 100	
Lane Util. Factor		grennesha <b>s</b> i	(10.950089)	200.096	MWW HELD	가 없는 사용하다
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Fit Protected	80.4875.099 <b>5</b> 89		1100	**\\ 6.99		na 2002
Satd. Flow (prot)	aga (Maria Saraha), para para para para para para para par		3539	3503	A 1/2004-003 (3.000)	
Pit Permitted		ning ing tia	1848 <b>00</b> - 33388	10. 10. 10. 10. 10. 10. 10. 10. 10. 10.		13.480.03666
Satd. Flow (perm)		2 - 1 - 1 22 - 125 1 1 1 1 1 1	3539	3503	0.0000000000000000000000000000000000000	
Volume (vph)	77. 20 - 30.00°	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	. / ** . **		388000 minut	000 200 500 500
Peak-hour factor, PHF	0.95 0.95	0.95 0.95	0.95 0.95		0.95 0.9	0.95 0.95
Adj. Flow (vph)	99.3 <b>0</b> 99.330	2000 <b>o</b> 2200 <b>o:</b>	234		1045170 <b>0</b> 5827013	0.65.0
Lane Group Flow (vph)	0 0	0 0	234 0	0 1222	, 4400 000 000 000 000 000 000 000 000 0	0 0
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Protected Phases	234,0234834838,18,03483	kaudistoerdhiske dhiske	POTAT TIPOTOSAROPOSA B	100400 11114000000000000000000000000000	0.568.0000000000000000000000000000000000	000000000000000000000000000000000000000
Permitted Phases	9 <u>0</u> 24889(10) 95(40888 <u>0</u> 00)	688870737973 X 1879	รมวงเหตุการ รายช่ว	%%% <b>30%%%%%</b>	W889 T1888 (1786)	6 : (184,611 194,914)
Actuated Green, G (s)	en romanne manneten	tada herwikasia) artigias	36.0	56.0	20074112042 (0.000001)	postić mitali potenika si
Effective Green g (s)	~00008808708940		8 ( <b>36</b> 0 (82) 328	997777888197 <b>5</b> 61 <b>0</b> 1	9-0-2000 (1990)	0.0000000000000000000000000000000000000
Actuated g/C Ratio	n europonisse das Faritass	)	0.36	0.56	Paragona de la composição de la composição de la composição de la composição de la composição de la composição	Service (Service Comparing Comparing Comparing Comparing Comparing Comparing Comparing Comparing Comparing Comp
Clearance Wime (s)			78.2 <mark>4.0</mark> 7.6299	775-9835-98 <b>34</b> 0		Establish Astronom
Lane Grp Cap (vph)	<u>oceann an ann ann an an an an an an an an a</u>	<u>and and States and States</u>	1274	1962	<u> anterio escis il rancolora</u>	
V/s.Ratio.Ptot	6860000665 pr 4000000	gowenie in de krystyken og d	######################################	ador Secuencias	5 <del>8</del> 0588888885588	3666688 536686923
v/s Ratio Perm	100000000000000000000000000000000000000	20,000 rojan respekt		c0.35	\$\$\$\$66.785220.000	00.00 <b>56</b> 0.750706180 <b>4</b> 5
vic Ratio			0.00 <b>4.04 &amp;</b> 44.43000000	00.55 0.62		sowskiesen in 1988 in 1989
Uniform Delay, d1			थास्यस्य सः १०००० । 21.9	14.9		1976/1987 1976/14/18
Progression Eactor	14.035646757078656666566	X51,75950572505665	21.9 87:186-0888	144.39 2007-000-000-000-000	\$60000000	00000000000000000000000000000000000000
Incremental Delay, d2			0.3	9.69 0.9		
Delay (s) 300	na na kalendara karana karana karan	8597 000 000 <b>000 000 0000000</b>	U.B SS 1884 (4.000) (1885)	4.9 Harangan Sangangan	560/38666556555555555	trocesenot e vegacioni.
Level of Service			West C	nananasa <del>ed</del> b	80880 (SEC. SEC. SEC. SEC. SEC. SEC. SEC. SEC.	
Approach Delay (s)	50000000000000000000000000000000000000	9646504845596666655	cassassas consenso	<u>।</u> ।सन्तर्भवस्यकारकारकार	2009/00/10 <b>W</b> 0/10/14/690	50 1 00 <b>03</b> 04 - 1000000 1
	66000000000000000000000000000000000000		STATE TO STATE	~~~~ <u>~~~</u>		
Approach LOS	A		C	C		A
ntersection Summary					98 BY 1564	
HCM Average Control D	elay	22.7 H	ICM Level of S	ervice	С	
HCM volume to Capacit		90 45		00100000000000000000000000000000000000		
Cycle Length (s)	mary and an expension of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the fi		ium of lost time	**************************************	0.8	
Imersection Capacity Uti	ization a second		Curtievel of Se	1 . 5	March Marches	
c Critical Lane Group	- Journal Res Proprietable ()	(A.J.A.J. BALFORR (1995) (1996)	acon de estas silla successión.	3546C-0363366-651313536		un de <b>ngg</b> alah 2727 <b>5</b> 00000 .

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Movement - EBL SEBT	Sebriswelsiwi	TENTER SONEL	NBT NBR S	E SET SER
Lane Configurations	<b>ሻ</b> -	<u>**</u>		ተተተ
Ideal Flow (vphpl) 1900 1900	(d <b>.900</b> (3,4 <b>900</b> - 74 <b>9</b>	00 1900 1900	1900 1900 1490	
Total Lost time (s)		.0		4.0
Lane Util Factor				0.91
Frt		00		1.00
Fit Protected				(1.00 A 62 f
Satd. Flow (prot)	1610 33			5085
Fit Permitted	200 <b>95 - 20</b>	TIT . I.A.O NO CALIZON II . L.VOQ DOCULII.		S14541.00
Satd. Flow (perm)	1610 33			5085
Yalume (vph) 0. 0.		50 0 0	9	0.33.799 22 0
Peak-hour factor, PHF 0.95 0.95	0.95 0.95 0.		0.95 0.95 0.9	
Adj. Flow (vph)		88.000.0000000000000000000000000000000	Sei 9. 200 PMSS	0 8 847 0
Lane Group Flow (vph) 0 0	0 183 3	38 0 0	0 ()	0 841 0
Tim Type		<i>j</i> j <b>e</b> nika 496. bil		
Protected Phases	MARKATARAN MAKAMBANATAKO (KA	- <b>8</b> 2007 - 2006 - 2004 - 2004 - 2004 - 2004 - 2004 - 2004 - 2004 - 2004 - 2004 - 2004 - 2004 - 2004 - 2004 - 2004 -	oor our up voor twyge beedd op de	Б итосроени напосовечна
Permitted Phases		gasacio de decembro		
Actuated Green, G (s)	36.0 36 36.0 36	i <b>,U</b> M <b>a</b> ntecastooreest store for	onis e koji i k <del>rastana o</del> n i vika koji	56.0 \$83:15 <b>6.</b> 0   \$83
Effective Green, g.(s). Actuated g/C Ratio	ಜ್ಞಾನಿ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ ಬಿಡಿಕೆ			0.56
Clearance Time (s)	0.00 65936666666666666666	9 (P   <del>                                   </del>	den un versteren scheine so.	0,56 88688440888888
Lane Grp Cap (vph)	580 12	<u>-1478/1989/999</u> 7/2010/00: -001 <b>117</b>	-22 razona in 4 metrica mengenga	2848
VisiRatio Prot	200 120 2014 - September 120	ar Storestister en elektrisk in da	anning an in complete buyong a basin	2040 399888 17389985
v/s Ratio Perm	-೧೯೯೩ ರಾಜಕಾಗಿ 0.11 0.	8800018940199299999 10		(000 <b>200</b> 0 000 000 000 000 000 000 000 000 00
Vic Ration		<b>28</b> 3930000000000000	enni i deservi salverenesiste	88880.30°3422°-
Uniform Delay, d1	23.1		13791.7505.03825388504.4363.758	11.6
Progression Factor		0.000		31 88 C
Incremental Delay, d2	aan waxaa ae caa aa baabaa ah ah ah ah ah ah ah ah ah ah ah ah a	<b>:5</b>	55KL TV \$50/16LT 2416.06C(191564-97	0.2
Delay (s)	230 28 72 <b>5/6</b> 28 <b>2</b> 4			\$200 <b>3.8</b> (300)
Level of Service	C	C	Description of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of the Contract of	A
Approacti Delay (s)	\$\$\$\$\$\$\$\$\$\$\$ <b>22</b>	<b>12.</b> 24.4853333	230.0 25:00	2002. <b>3.8</b> 336
Approach LOS A	province of the province of the province of the first of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the province of the p	C	A	A
intersection Summan.				
HCM Average Control Delay	11.0 HCM	Level of Service	В	
HCM:Volume:to.Capacity:ratio	0.30			#33##55# - P\$188#*
Cycle Length (s)	100.0 Sum	of lost time (s)	8.0	angan nganggan bangangan, at nigangan <b>ngangan</b> gan bilan
Intersection Capacity Utilization.		evel of Service		
c Critical Lane Group	A STATE OF THE PROPERTY OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE	range and and the first section of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-color of the anti-colo		

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Movement	EBL	SEE 18	EBR	WBL.	WBT	WBR/	<b>©NBL</b>	NBT	NBR	(SB⊈)	(SBT)	SBR
Lane Configurations		<b></b>	7							ሻ	41	
Ideal Flow (yphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900:	1900
Total Lost time (s)		4.0	4.0							4.0	4.0	
Lane Util Factor		1.00	. 19 <b>.0</b> 0.					/// // // /		0.91	0.91	
Frt		1.00	0.85							1.00	1.00	
Fit Protected		1.00	1.00					W. Bara		0.95	0.97	
Satd. Flow (prot)		1863	1583							1610	3289	
FIt Permitted.			1,00			<b>\$</b> 98 (1775)	W. (4.1)		AND ME	0.95		
Satd, Flow (perm)		1863	1583							1610	3289	
Volume (yph)	0	966		· 0	( D	0	. 0	$\mathbb{R}^{2} \otimes \mathbb{Q}$	∴ુ•્0,	813		O
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj Flow (vph)	0		. 160	્યું છે.	, o	Z ( , 0,	-0.00	0	0	856	269	335. <b>0</b>
Lane Group Flow (vph)	0	1017	160	0	0	0	0	0	0	428	697	0
Turn Type			Perm.						(00800X	Perm		
Protected Phases	anan an	4 	augusta ing s	nance and a second	orania e interna	Secretaria de la composición de la composición de la composición de la composición de la composición de la comp	ranga ang ang a	ener i i nere			6	
Permitted Phases	Balan Kal		4.	ন জ্বলৈত্য	1000		(18. kg			્6		7.30
Actuated Green, G (s)	ster entire com	54.0	54.0	realization of the	Address of the second	Cetta di Sun di Mari		1.000	and the second	38.0	38.0	un nach nach
Effective Green, g (s)		£4.0%	54:0				<b>3</b> 0.300			38.0		9832/1
Actuated g/C Ratio	(alexandra) elektris	0.54	0.54 4.0	e establisher	1988.002.000	narran san	v odelovejst	a in the second of the	55088801000A	0.38	0.38	0077.00
Clearance Time (s)	(36.05869)	384.08		5/3/45/5/5/	(00018)009 F	eratikat (164)		9495A89250				80.850
Lane Grp Cap (vph)	والمروموجي	1006	855	norasas s	iostiskice	eus le bases	ence were t	erener euro en	na de se	612	1250	2000
Vis Ratio Prot	20 25 (0.50) 20 25 (0.50)	c0.55	a kan				(557-56)	1987 X				
V/s Ratio Perm	وردو و درو درو	es a Pikario.	0.10	aranan kar	n in kalantan	arangan kacam	17.54557.65 <b>7</b>	eorge irra	eronauran i	c0.27	0.21	1.50
v/c Ratio	2008/1378			4000000		recent 60	83888 X	W. W.		0.70	0.56	200
Uniform Delay, d1	e de primirio de mentro	23.0 41.00%	11.8 :400:	and the second second	le california e	u břech choř	10 1 July 2003	vace as offered.	real street in	26.2	24.4 %0:53.3	vert :
Progression Factor	79 <b>6</b> 806	31.1	0.5	#688699	13918834	A MED W			7.36006		access to a second	
Incremental Delay, d2 Delay (s)	6858002555	ುಗಳು ಬಳಿಕ≎ಗಳು	೦.ರ ಜನಚನ್	to-523660cc	<b>000108</b> 0208	SKESSESS.	erokak Balis	10000004110	C20404-91000	6.4 ∴19.1:	1.8 0888.89	Septemb
Level of Service	40,000,000,00	30300000 D	SKÆ® B	938830	K (					2.1901 B	B	<b>2006</b>
Approach Delay (s)	ika desert	90000000000000000000000000000000000000		NEWS S	kodelárskonick	Sactivities	and the stre	soci <b>tima in</b> ac	Controlo <del>d</del> es		(3) (3)(4)(3)(3)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)(4)	0.000
Approach LOS	<b>3</b> 550 9090.		<b>35</b> 0.780	10000000			dinandin d	(()( <b>()</b> ( <del>)</del> ()()()()()()()()()()()()()()()()()()	8680000	70, 1000		(A)(A)(A)
	:1./TED1107 /:	*****	Maria Paris Principal	europassanore en	m 			<u>~</u>				
intersection Summary.						84 m			3.94 H	<b>XX</b> /XX		
HCM Average Control Da	alay		32.7		ICM Lev	el of Se	rvice		C	#1.1		
HCM Yourseto Capacity	reatio.	1838	0.88								88.	
Cycle Length (s)	riches es	المستحدد والمراجع والمراجع	100.0			st time			8.0			
Intersection Capacity Util	izátion:		83.9%		solevé	of Ser	исе		Ø∕D			
c Critical Lane Group												

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Movament Well Well Well Well Well	Wer Wel net ner sel set ser
Lane Configurations 41	<b>^</b>
Idea(Flow (vphpl) 1900 1900 1900 1900 1900	1900 1900 1900 1900 1900 1900 1900 1900
Total Lost time (s) 4.0	4.0
Lane Util Factor	2000-1000 - 10 <b>09</b> 5 H. Schulterhalb - 100 H.
Frt 1.00 Pft Protected 2000 0.97 0.00	1,00 2019:27:55:34:100:38:50:51:55:35:35:35:35:35
	3539
Satd. Flow (prot) 3430 Fit Remnified 20097	3339 28 34 38 38 12 1300 4 10 10 10 10 10 10 10 10 10 10 10 10 10
Satd. Flow (perm) 3430	3539
Volume (yph) 658 0 0 0	\$6.5000000000000000000000000000000000000
Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95	0.95 0.95 0.95 0.95 0.95 0.95 0.95
Adr. Flow (vph) 0 1218 693 0 0 0	0 0 0 0
Lane Group Flow (vph) 0 1911 0 0 0	0 0 474 0 0 0 0
Turn Type 7. Perm	
Protected Phases 4	2
Permitted Phases	
Actuated Green, G (s) 54.0 Effective Green Syst	38.0 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 199
Effective Green : 5 (s) Actuated g/C Ratio 0.54	36.0 0.38
Clearance Time (s)	0.500 20.58822538
Lane Grp Cap (vph) 1852	1345
v/s Ratio Prot	60.48 (80.000 ) 60.48 (80.000 ) 5.00 (80.000 )
v/s Ratio Perm c0.56	e de la companya de la companya de la companya de la companya de la companya de la companya de la companya de La companya de la companya de
vic Ratio 116d	0.35
Uniform Delay, d1 23.0	22.2
Progression Factor	1.00
Incremental Delay, d2 24.7	<b>0.7</b> Processor and the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of t
De(ay (s) 47.5 Level of Service D	alle and the second second second second second second second second second second second second second second
Approach Belay (s)	and a second contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the
Approach LOS D A	C A
intersection Summers	vel of Service D
HCM Average Control Delay 42.6 HCM Let HCM-Volume to Capacity ratio 0.75	vel of Service D
Cycle Length (s) 100.0 Sum of le	ost time (s) 8.0
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of Defacto Left Lane. Recode with 1 though lane as a left lar	
c Critical Page Group	
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Movement	XEB₽.	<b>SEB</b> TS	%EBR <sub>0</sub>	WYBL	(WBT)	"WBR	NBL	NBT%	NBR/	SBL	SBTA	§SBR
Lane Configurations	*5	ተተኈ		ሻሻ	<b>†</b> 1>		· · · · · · · · · · · · · · · · · · ·	4	7	ች	7>	<del></del>
ideal Flow (vphpl)	1900		: 1900		1900	19001	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		<b>.</b> .	4.0	4.0	4.0	4.0	<i>,</i>
Lane Util, Factor	1.00	0.91		0.97	0.95	100	1000kg	1.00	1.00	1.00	1.00	200 : 100 :
Frt	1.00	0.99		1,00	1.00			1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	<b>(1:00</b>	$\phi_{(k)}(y) = \phi_{(k)}(y)$		0.95	4.00	0.95	1.00	
Satd. Flow (prot)	1770	5048		3433	3535			1776	1583	1770	1682	
Fit Permitted		(1.00)		0.95	1.00			0.68	1.00	0:31	1,00	368
Satd. Flow (perm)	244	5048		3433	3535	<u> </u>		1274	1583	578	1682	
Volume (vph)	93. <b>7</b> 3	1159	ੇ 6 <b>9</b> √	320	1626	- 43	′′ 318	9	751	82	22	40
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (yph)	7	.1220	<u>, ⊹, 62</u> ;;	337	47.12	14	335	9.	791	86	23	42
Lane Group Flow (vph)	7	1282	C	337	1726	0	O.	344	791	86	65	Ô
	Perm			Prot	# 7 T		Penn	i ali	m+ov	Perm		
Protected Phases		4		3	8			2	3		6	2
Permitted Phases	4			ya basari. Ny <mark>alama</mark> na ina	21×076		20,20		2	6		
Actuated Green, G (s)	30.5	30.5		35.0	69.5			32.5	67.5	32.5	32.5	
Effective Green, g.(s)	30.5	30.5	(#. H.))	35.0	69.5			<b>22</b> .5	67.5	32.5	-32.5	
Actuated g/C Ratio	0.28	0.28		0.32	0.63			0.30	0.61	0.30	0.30	
Clearance Tinte (s)	4.0	4.0		4.0	4.0			4'0	<b>#0</b> 7	4.0	40	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Gro Ceb (vph)	68	1400		1092	2233			-376 ×	1029	171	497	9933A
v/s Ratio Prot		c0.25		0.10	c0.49				0.24		0.04	
v/s Ratio Perm	0.03							c0.27	0.26	0.15		90000 B
v/c Ratio	0.10	0.92	<b></b>	0.31	0.77			0.91	0.77	0.50	0.13	
Uniform Delay di	29.6	38.5		28.4	14.6			37.4	15.5	32.1	28.4	
Progression Factor	1.00	1.00		0.52	0.39			0.96	1.14	1.00	1.00	
Incremental Delay :d2	0.7	9.6		0.6	2.4			25.9	3.54	2.3	0,1	
Delay (s)	30.2	48.1		15.3	8.2			82.0	21.2	34.4	28.5	
Level of Service	88 <b>9</b> 3	ÇÇ D	<b>5</b> 500.088	(2,4 <b>8</b> ).	<b>A</b> /				<b>c</b> :	, Ç.)	$\mathbf{c}_{j}$	
Approach Delay (s)	(00,000) 202	48.0	erio de estado	a se a secución de	9.3			33.6	ca		31,9	
Approach LOS		D:			1821 <b>A</b> .,			ONC.	199	6000	<b></b> .	
intersection Summary	<i>9998</i>			<u> </u>		-300	4. <b>2577</b> 8					W.
HCM Average Control De			26.7	SHE H	CM Le	vel of Se	rvice .	V. 11 (2)	1 . C .		( (2352))	33.33
HCM Volume to Capacity			0.85	areteise 1 TV 1					(# 4 # 7# N N C 7#)	or really the	72. 3· V	20-0-01
Acthated Cycle Length (s.			#10 0 %	S. S	um of l	ost time	(6) (C)		<b>88</b> 0%			8860 1
Intersection Capacity Utili	zation		88.7%			of Ser			Ď		e est a servicio de la companio	
c. Critical Lane Group								44687				769970

Timing Plan: PM 3/27/2003 wellsamci1-st51

Synchro 5 Report Page 1

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Movement	EBLS	SEBT.	EBR	WBE	WBTS	WBR	NB <sub>E</sub>	ENETA	NBR.	SBE	"SBJ»	SBR
Lane Configurations	* *	<b>^</b>	<del></del>	ሻ	<b>†</b> }		ሻሻሻ	<b>^</b>	7	75	<b>ት</b> ተ	
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Otil Factor	0.97	0.95		1.00	0.95	M(-392)	0.94	0.95	1.00	1.00	0.91	
Frt	1.00	1.00		1.00	0.98		1.00	1.00	0.85	1.00	1.00	
Fit Protected		14.00		0.95	1.00		0.95	1.00	1.00	0.95	1,00	AUTO
Satd. Flow (prot)	3433	3539		1770	3476		4990	3539	1583	1770	5085	,
Fit Permitted	0.95	1,00		0.26	1,00		0.95	/1,00	1.00	0.95	1.00	W.
Satd. Flow (perm)	3433	3539		489	3476		4990	3539	1583	1770	5085	
Volume (vph)	436	9 441		168	521	70	766	1211	200	<b>, 8</b> 7	1445	() () ()
Peak-hour factor, PHF	0.95	0,95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adi: Flow (vph)	459 459	464	997 <b>0</b> 9	177	548	888 <b>74</b> 8	.806	1275	2110	92	11021:	::::::::::::::::::::::::::::::::::::::
Lane Group Flow (vph)		464	0	177	622	0	806 ::Prot:	1275	21 <b>1</b>	92	1521	0
Torn Type Protected Phases	Prot			m+pt.			Si Biok	2 (1995)	Pem	. Groj.		(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)
Permitted Phases	og for	warang	againe de	.:( ' <b>a</b> ?	21 (2003), SP		garagasa Sanagasa	<u> </u>	9221 (939 <b>9</b> 78)	1 4159399999	5055642.00 1005644.00	08/01/08/2
Actuated Green, G (s)	16.0	20.1	Caldura :	37.3	20.7	ne satura	ිකිකිකිකි 19.3	46.3	46.3	7.0	34.0	2000000
Effective Green, g (s)	47.0%	211.10		39.3	217	Naci 140880	20.3	347:3	4730	8.0	350°	882838
Actuated g/C Ratio	0.15	% \$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ika toritar	0.36	0.20	er er en en en en en en en en en en en en en	0.18	0.43	0.43	0.07	0.32	ec wester
Clearance Time (s)	5.0	5.0	<b>3</b> 50 (400)	5.0	୍ଦ୍ର 50 ଚ	<b>*****</b> *******************************	66.500	8×5.0	98 <b>510</b> 8	9°55°00	885.08	(M8)389
Vehicle Extension (s)	3.0	3.0	aloni ne w	3.0	3.0	erendan bas	3.0	3.0	3.0	3.0	3.0	-8136AA
Lane Srp Cap (vph)	531	679	\$30 to 100	> 380	686	90000988	<b>%921</b>	<b>3522</b>	681	%129 S	46.68	3633339
	0.13	0.13	( 2-5 year )	0.07	c0,18	<b>a</b> cces escae	0.16	c0.36	02007-014007	0.05	c0.30	W40802 -
ws Ratio Perm		asina region a accounte a con		0.09		88000	¥2080		0.43%			397
v/c Ratio	0.86	0.68		0.47	0.91	******	88.0	0.84	0.31	0.71	0.94	
Uniform Delay, e1	45.4	41.3		34.5	43.23		43.6	27.9	20.6	49.9	36.5	39.757.034 00.757.035
Progression Factor	0.79	0.46		1.00	1.00		0.57	0.35	0.32	1.00	1.00	
Incremental Delay_d2	7.6	( <b>%15</b> )		0.9	15.6		<i>J</i> . 1.	3.4	<b>~07</b>	120	412	
Delay (s)	43.3	20.4		35.4	58.8		31.7	_13.0	7.3	66.9	47.6	
Level of Service	D.	93. <b>9</b> 6		.∵Ø	E.		owc.	MB.	<b>.</b>	(ONE)	S D	
Approach Delay (s)	50 SC 305 8	31.8	madernal sies.	ere er er er er er er	53.6	eestaatat saara	landa en energe	19.1	er er mandetikken	\	48.7	
Approach LQS	access	120 <b>9</b> 0			3. 36 <b>D</b> 3			<b></b>			$\mathbb{Q}_{\mathbb{Q}}$	
Intersection Summary				12823	22 X		1883 B.				88 X	80000000
HCM: Average Control De	av	** (M. 74)	34.6	Н	CM Lev	el of Se	rvice	AND SERVED	C	334.20	701810133	200
HCM Volume to Capacity		• • • • • • • • • • • • • • • • • • • •	0.88		್ಷ ರವಾಗಣ	NO.701777	gunderflag).	,., VIIII	s (00° 70°)		آگری: امیند. میر-	0.25.29
Actuated Cycle Length (s			1100	***** <b>S</b>	um <b>of</b> ic	stime	(\$1388)	8000 <b>8</b> 84	120			
Intersection Capacity Utili:		-2	88.7%			of Ser		an ar water 18 a ta	D		er-ere ere bestelle er er	
c. Critical Tane Group			000000 1 100 \$80000000000000000000000000000000000	<i>3</i> 969		100 B						89898
				-								

	٠.	→ `>	<b>√</b> ^	-	<b>A</b> .	1	<b>†</b>	/	-	<b>↓</b>	1
Movement	BEBESSE	BT BEEF	W.BL	WBT	WBR	NBE	NBT.	NBR (	SBL.	(SBT)	SBR
Lane Configurations		4 77	<b>14</b>	4	7	ኝ	<b>ተ</b> ተኑ		ጘ	ተተተ	7
Ideal Flow (vphpl)	.1900 (.4)				1900:	::1900::		4900	1900	1900	1900
Total Lost time (s)		4.0 4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Larie Util: Factor	N. 1. 1949	00 *1,00	0,95	0.95	1,00	1,00	*1.00		1.00	*1.00	1.06
Frt		,00 0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		96 1.00	0.95	~ 0.97	× 4,00	0.95	1 00		0.95	1.00	1.00
Satd. Flow (prot)		787 3167		1708	1583	1770	5511		1770	5588	1583
Fit Permitted		96 > 1:01		0.97	1.00	0.08	1 00		0.09	1,00	1.00
Satd. Flow (perm)		787 3167		1708	1583	154	5511		165	5588	1583
Volume (vph)		48 :1140	a marana da alam d	32,	56	203	1796	182	92:	2359	93
Peak-hour factor, PHF		0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj Flow (vph)	1.7 - 1.7 - 1.7 - 1.7 - 1.7	61 4200		34		214	(18 <mark>01</mark> )	192	<b>97</b>	2483	. 98
Lane Group Flow (vph)		333 1200		120	59	214	2083	0	97	2483	98
Turn Type:	Split	pt+ō\				pm+pt		hand f	im+pt	1988 A.	Free
Protected Phases	4	4 45	3	3	3 1	5	2		1	6	
Permitted Phases	4		£306 23	: Jessie		$\frac{2}{2}$	960	<b>11</b> 036	. 6		Free
Actuated Green, G (s)		0.0 44.0		9.8	16.6	56.2	46.4		50.0	43.2	110.0
Effective Green, g (s)	1 *** / *	0.0 43 (				57:4	.∻4 <b>8</b> ,4	\$280.000	.51.0		
Actuated g/C Ratio		.27 0.39		0.09	0.14	0.52	0.44	arrena antico	0.46	0.41	1.00
Clearance Time (s)	20 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40388X	(A)	<b>324.0</b> 3	936/87	- <b>3</b>	6.0	<b>%</b> (),646	3.0	· 60°	128352
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		(87.% <u>12</u> 38	A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A 10 YEAR OLD A	152		213	2425	4.6% A CO	161	2296	1583
v/s Ratio Prot	0 2012 - Andrew Common (1982)	.19 <b>c0.38</b>	0.07	c0.07	0.04	c0.08	0.38	000000000000000000000000000000000000000	0.03	c0.44	was siz
vis Ratio Perm	7000 <b>28</b> 9		1888 <u>188</u> 0			0.44			0.25		0.06
V/c Ratio		.68 0.97 5.8659219		0.79	0.26	1.00	0.86	wood na opace	0.60	1.08	0.06
Uniform Delay, d1	ara in caracterists	40,000,000,000		49/	427	.52.7	%27/Z		22.2	.32.4	0.0
Progression Factor		.18 1.19		1.00	1.00	1.00	1.00	.xxxx.coccaca	1.34	0.46	1.00
Incremental Detay, d2	24.2	39 618.4		23.2	0.6	62.9	COLUMN S		3.0	33 <b>4334</b> 3	<b>00</b> 0
Delay (s)	<b>4</b> 2000 Sept. 1920 (1930)	6.1 <b>57.4</b>	69.6	72.3	42.7	115.5	32.0	2000-100 <b>0</b> 00100	32.8	56.0	<b>0.0</b> 200000
Level of Service	34:35 <b>00</b>	∵D‱≪Æ 4. <del>9</del>	arian (A		CHARLE.	, 1900 A	33 <b>00 5</b> 0		3030 <del>15</del> 6		100 A
Approach Delay (s)	<b>0</b> 888 (2007) (2007)	4. <del>8</del> Binobis	68665666666	65.3	2440730540	0000000000	39.7	900000000000	000000000000000000000000000000000000000	53.1	20050000
Approach LOS				38.00€				(Takkin)		100 PM	N. 2012
Intersection Summary				948 C	C. T. K.						
HCM Average Control De	alay	49.5		<mark>IС</mark> М.Le	vel of So	ervice :	de Calabara (1905) Se protesta de Calabara	D.		1117) - 746) - 5076565	: 07 <b>5</b> 0
HCM Volume to Capacity	ratio	1.05		5			AND AND			e elegación de Millia.	• • • • • • • • • • • • • • • • • • • •
Actuated Cycle Length (s		<b>/110.0</b>		um of	ost time	(5)		<b>2160</b> 5			
Intersection Capacity Util	ization	106.4%			el of Ser		and the second of the second of	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ATT-ARE 1881	
e (Critical Lane Group						83696			80 ( NO. 10		100051000 000072810
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Movement: (12.5) EBLW EBT WEBR WBD: WBT: WBR WBBC NBT: NB	R SBL SSBTSSBR
Lane Configurations	er of a program of the major in a particle.
Ideal Flow (vp.hpl) 1900 1900 1900 1900 1900 1900 1900 190	00 1900 4900 4900
Total Lost time (s) 4.0 4.0	an kalan newykaen an alawa na
Cane Util. Factor	
Frt 1.00 1,00	1903 To 2002 Conference of a conference
Fif Protected 0.0099	Marahilan Parasakan
Satd. Flow (prot) 3539 3490	
Fit Remitted 0.99	PERENDANG METANG
Satd. Flow (perm) 3539 3490	
Volume (vph) 0 0 0 0 0 615 0 310 790	0 0 0 0 0 0 0
Peak-hour factor, PHF 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	95 0.95 0.95 0.95
Adj. Flow (vph) 0 0 0 647 7 7 70 326 832	0 2 0 2 0 0 2 0
Lane Group Flow (vph) 0 0 0 647 0 0 1158	0 0 0
Turn Type Perm	
Protected Phases 8 2	A TOP OF THE PROPERTY OF THE P
Permitted Phases	2000 of the second seco
Actuated Green, G (s) 46.0 56.0	The second state of the second
Effective Green g (s) 46.0	
Actuated g/C Ratio 0.42 0.51	
Clearance Time (s). 4:0 4:0 4.0	
Lane Grp Cap (vph) 1480 1777	
v/s Ratio Prot coals	
v/s Ratio Perm c0.33	
v/c Ratio 0.44: 0.65	
Uniform Delay, d1 22.8 19.8	
Progression Factor 0.49	
Incremental Delay, d2 0.9 1.4	
Delay (s) 23.7	
Level of Service C B	
Approach Delay (s) 00 237	0.00
Approach LOS A C B	A
intersection Summary	
HCM Average Control Delay 15.7 HCM Level of Service	В
HCM Volume to Capacity vario	
Cycle Length (s) 110.0 Sum of lost time (s) 8.	547
Intersection Capacity Utilization 57.0% CUIT evel of Service	Ällikkeissa (saassa saassa sa
c Critical Lane Group	ARTHUR PRODUCED, TST <b>SSSSSSSSSSSSSSS</b> SSSSSSSSS

<i>→</i>	<b>→</b> ✓	←	<b>★</b> ↑	<i>&gt;</i> \	↓ ✓
Movement Size EBLEZEBT	EBRUWER	EWBT WBR	TO NEUTONET.	NBR SBE	SBT SBR
Lane Configurations	ሻ	414	2,		ተተተ
			1900 1900	1900 1900	
Total Lost time (s)	4.0	4.0	index is recovered the par	on in the Alberta bearing	4.0
Çane Util. Factor				000 000 000 000 000 000 000 000 000 00	00 <b>91</b> 1.00
Frt Fit Protected	1.00 31.285.30(95)	1.00 .: 0.97		gruphe et Marcold Mae	11.00 F1000 1755
Satd. Flow (prot)	1610	3296	TO SERVICE A CONTROL	William (Se	5085
Fit Permitted	0.95			\$360° \$400° \$400°	2.00
Satd. Flow (perm)	1610	3296			5085
Volume (vpfi) 0 0	0 678	254 Q	35.000 6.00	1.22.5 7	968
Peak-hour factor, PHF 0.95 0.95	0.95 0.95	0.95 0.95	0.95 0.95	0.95 0.95	0.95 0.95
Adj. Flow (vph) 0 0 Lane Group Flow (vph) 0 0	0 357	624 0	0 0	0 0	4019 0 1019 0
Tum Type	Perm				100000 00000 0000 0000 0000 0000 0000
Protected Phases		8			6
Permitted Phases					
Actuated Green, G (s)	46.0	46.0	e sa compose a vivalenta esta esta esta esta esta esta esta es	osa unovassoona aemakanni	56.0 ************
Effective Green, g (s). Actuated g/C Ratio	46.0 0.42	46.0 0.42			56.0 0.51
Clearance Time (s)	0.42 31.0050000000000000000000000000000000000		na magamanan		
Lane Grp Cap (vph)	673	1378	e na tanana anti-anana antao	dan inganifan inganisa di da	2589
VisiRatro Prot			7. V 35. 45. A. WAR STORES		c0.208
v/s Ratio Perm	c0.22	0.19	* . * * * * * * * * * * * * * * * * * *	1404037914.30033003.00	
v/c Ratio	0.53	0.45			9.39
Uniform Delay, d1	23.9	23.0	n in an	esconar a sociona de alabora	16,6
Progression Factor	<b></b>	<del>800</del> 074767478 \$ 100 06 06 06 06			<b>30,54</b> 0,358000
Incremental Delay, d2 Delay (s)	2.6 ::::::::::::::::::::::::::::::::::::	0.9 \$613:8.2.6519\$		50000000000000000000000000000000000000	0.0 2004.02220
Level of Service	00000000000000000000000000000000000000	800 800 800 800 800 800 800 800 800 800	• (Person property (1996)	SALEN TO SERVEY	-0466664498649 
Approach Delay (s) 0.0	ranaseria is	<b>8891472</b> (2017/20		\$1000 SEP\$154	28 <b>9</b> 1 (283328)
Approach LOS A	1000 1000 000 000 000 000 000 000 000 0	В	Α	od sectionors/es/ee/con.	A
Intersection Summary					
HCM Average Control Delay	11.6 H	ICM Level of S	ervice	В	
HCM Volume to Capacity ratio	046				
		Sum of lost time		8.0	ensewer was come to the
Intersection Capacity Utilization 4 4 c Critical Lane Group	6 13% (333) [6]	CU Level of Se	CVICE	(A) A (A)	

	<b>≯</b>	-+	*	•	←	*	*	1	1	-	<b>↓</b>	4
Movement	SEBUSS	HERRY	EBR	SWBUSS	WBT 9	WBR	MBE:	NBT (	NBR	SBU	Set?	SER
Lane Configurations		<b>†</b>	7							7	47¢	
Ideal Flow (vphpl)	1900			.1900⊛	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	· · · · · · · · · · · · · · · · · · ·	4.0	4.0							4.0	4.0	
Lane Uffil Factor		1.00	1.00			Selence especies Valence especies			ema.	0.91	0.91	
Frt		1.00	0.85							1.00	1.00	
Fit Protected		1.00 .	1.00		akki ari ik Jirogalar	Carlo de	Caan			0.95	0.97	
Satd. Flow (prot)		1863	1583							1610	3303	
Fli Permitted		1.00	1.00	Property.						0.95	.0.97	
Satd. Flow (perm)		1863	1583							1610	3303	
Volume (vph)	0	706	319	883000	0	4. O√3	O.	) <b>(0</b> )	. 0	1232	557	0
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9.0	743	336	$\mathcal{O}(\mathcal{P}_{\mathcal{P}})$	· 'O'	0.0	*(\ <b>Q</b>	0	: ( O ),	1297	586	. 0
Lane Group Flow (vph)	0	743	336	Q.	0	0	0	0	0	649	1234	0
Tum Type 35000 30000			Perm :			Brille			No Ga	Perm		
Protected Phases		4			/a/s . a . s						6	
Pelmitted Phases			4.0	ê Meran	2000 S			4,30,38	\$44 B	6.		
Actuated Green, G (s)		59.0	59.0							43.0	43.0	
Effective Green (gas)	100000	59.0	59.0		10000		0.00		, 186° 8	,43.0	43.0	
Actuated g/C Ratio		0.54	0.54							0.39	0.39	
Clearance Time (s)		4.0 <sub>%</sub>	·- · · · · · ·			362000253		(C) (A) (A)		<u> </u>	4.0	0.7(
Lane Grp Cap (vph)	.=	999	849							629	1291	
v/s Ratio Prof		:0.40										
v/s Ratio Perm			0.21							c0.40	0.37	
Vic Ratio		0.74	127 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				3200			6 <b>1,03</b> }	0.96	MXX.
Uniform Delay, d1		19.7	15.0							33.5	32.6	
Progression Factor		1.00	1.00	1888 W	88.650					0.74	0.77	00.000000 200.0000000000000000000000000
Incremental Delay, d2	Marine Control of the Control	5.0	1,4		. 4					43.2	15.8	
Delay (s)		24,7%	16.4				488 A			68.0	40.9	
Level of Service	S. C.	C	В	-4-5-411-11			*********			E	Ð	
Approach Delay (s).		22 1			0.0%			<b>9.9</b>			∴60.3	
Approach LOS		С			Α			Α			Ð	
Intersection Summarion		#*************************************	800 B					W. W.			W.W.W	
HCM Average Control De	olay		40.0	HC	M Lev	el of Ser	vice		D			
HCM Volumeto Capacit			0.86			hidi (Kansan) Makasa Milaw	88 E E	December 2	<b>80.33</b> 00	80 98		
Cycle Length (s)			110.0	Su	m of lo	st time (:	s)	W. A. P. CONTROLLED CO.	8.0	- 4.7 -000 MA-10	and the second second	
Intersection Capacity Util	ization	8	1.7%	10	J Level	of Servi	ce 🕜		88 <b>0</b> 8	833%, F	(1860) (1860)	
c Critical Lane Group	The second of th											

	<i>→</i> →	<b>→</b> ✓	← 🔨	<b>★</b> †	<i>&gt;</i> \	+ + -
Movement :	SEBUS EBTA	SEBRY WEL	WBT WBR	SENBLESENBT	NER SE	SBT ZSBR
Lane Configurations	41>			<b>^</b>	•	
Ideal Flow (vphpl)		. 1900 / 1900	11900 11900	()1900   (1900	0019000.00190	00111900 (41900
Total Lost time (s)	4.0			4.0		
Lane Util Factor	0.95	<ul> <li>Section of the product of the period of the p</li></ul>		(%0.9 <b>5</b>		
Frt	1.00			1.00		
Fit Protected	8900000000		Markinika Kal	28. / 11 <b>1.00</b>		
Satd. Flow (prot)	3469			3539		
Fit Permitted	5.7% (50 <b>98</b> )		ya 10 a	1.00 (1.00)		
Satd. Flow (perm)	3469			3539		
Wolume (vpn)	714 1058	00.42.00	\$360 <b>0</b> 000 00	3 kg 0 4 257	W/4820 WS5%	0 0 0
Peak-hour factor, PHF	0.95 0.95	0.95 0.95	0.95 0.95	0.95 0.95	0.95 0.9	95 0.95 0.95
Adj. Flow (vph)	752 31114	\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	7,777 <b>(6</b> 7.5%) 3 <b>70</b>	X.//3.0/3/271	(14.55 <b>0</b> ) (8.55	©
Lane Group Flow (vph)	0 1866	0 0	0 0	0 271	0	0 0 0
Turn Type	Perm					
Protected Phases	4			2		
Remitted Phases	4.32					
Actuated Green, G (s)	59.0			43.0		
Effective Green g (s)	59.0			343.0	valor nama kirintaa nama Kiringaa kirintaa kanaa kanaa	
Actuated g/C Ratio	0.54			0.39		
Clearance Time (s)	<b>%</b> ,4,0			4,0		
Lane Grp Cap (vph)	1861			1383		
v/s Ratio Brot				co <b>8</b> 8		
v/s Ratio Perm	c0.54					
Vic Ratio // 2	3400			0.20		
Uniform Delay, d1	25.5			22.1		
Progression Factor	3. 21.25			35 31.0 <b>0</b>		
Incremental Delay, d2	15.8			0.3		
Delav.(s)				22.4		
Level of Service	Đ			C		
approach:Delay(s)	47.6		0.0	22.4		0.0333
Approach LOS	D		Α	C		Α
Intersection Summary		***			96536535	
HCM Average Control D	elav	44.4	HCM Level of S	ervice	D	0000.00.00.00.000.00.00.00.00.00.00.00.
HEM Volume to Capacit		33 <b>0.66</b> 33338		207/2507-19652399-44	3553 <b>663</b> 5435569	40000 A 0000000000
Cycle Length (s)	e-900000-9-0000000000000000000000000000	ಾಯಣಿದ್ದಾರ್. 110.0	Sum of lost time	psg11460;1100390;30,203 e (s)	8.0	5040.00 454.60 <b>0.000</b> 6700
Intersection Capacity Uti	ixalión % (CA)		CU Level of Se		or a particular de la company	88800000000000000000000000000000000000
c Critical Lane Group	(188 <b>5)</b> 1885)	BATANDETAN KADULAN	क्षण्याच्याचार १ व्यवस्था १ व्यवस्था स्थापन	ceamorce91869999999	000000000000000000000000000000000000000	65660: /66/-0000000000000000000000000000000000

Timing Plan; PM 3/27/2003 wellsamcl1-st51

## Intersection: 1: N Beauregard St & Mark Center Drive

Movement		, EB	EB ROWB	SWE 2	WB S NB	ONBAN	\$B⊜∷ \$B	
Directions Served	Ł T	T .	TR L	L	TR LT	R	L TR	
Maximum Queue (ft)	43 298	277 4	185	524	16 113	53 (C)	31: 1: 31:	All Control
Average Queue (ft)	27 240	252 4	09 151	220	3 91	16	26 10	7. · • ·
95th Queue (ft)	40 317	(/31033224	69 228	478	\$13.00 (120)	51 × 3	3430	
Link Distance (ft)	748		748		464 673		223 223	V
Upstream Blk Time (%)	<b>1.33.2</b> 00 3490			0.02		443.6876	British -	40.5
Queuing Penalty (veh)				17				
Storage:Bây Dist (ft)	250	0.80,90%	200		is 1985, 31	#1208.8		
Storage Blk Time (%)	0.05		0.00	0.09		* . * * * * * * * *		
Queuing Penalty (veh)	9504U <b>3512</b> U		::: *(*) <b>:2</b> :	51			HIMME .	\$\$\$.

Movement	TOPES!	EB	ÿEΒ?	EB	WB:	@€₩ <b>B</b> ∴	in <b>We</b> ll	NB	NB .	NB	NB.	∌iN <b>∄</b>
Directions Served	L	Ĺ	T	Т	L	J.	TR	L	L	L	Т	1
Maximum Queue (ft)	107	230	224	224	170	<i>∴</i> /126_	. 127	195	205	330	330	-280
Average Queue (ft)	92	216	221	163	121	103	104	181	183	281	220	185
95ffi Queue (ft)	. 112	249	226	247	183	. 135	141	201	243	379	385	306
Link Distance (ft)		116	116	1 <b>1</b> 6		528	528			214	214	214
Upstream Blk Time (%)	0.00	0.58	0.73	0.33		89		0.00	0.01	0.25	0.13	0.06
Queuing Penalty (veh)	0	184	232	105				0	0	214	111	48
Storage Bay Dist (ft)	250				260	881.5E	1989	250	250		833883	
Storage Blk Time (%)	0.00	0.58						0.00	0.01	0.25		0.39
Queuing Penalty (veh)	0.4	3144	38I)			ayan da san Ngjaran			6	222		59
Intersection: 2: N Be	eaurega	ırd St 8	k Serr	ninary P	₹d						_	
16 X 0 Z X 12 X 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.00 <b>001160</b> 016			61000 <b>000</b> 000	888 <b>6</b> 743	1980: 22	959.0 960A94	ladisəki (d	 303088.5	W88558	2000 B.C	W189588

Movement I.	NB.	«SB	S8∵	%\$ <b>#</b> %	SSB W		<b>(*1</b> 43.00)			<u> </u>
Directions Served	R	L	T	Т						
Maximum Queue (ft)	48	×52	S71%	189	470 ×	KWW.W				
Average Queue (ft)	21	34	49	174	170					
95th Queue (ft)	51	65	92	186	170			k kill partiko. Jaiopolitzako		
Link Distance (ft)		80	80	80	80					
Upstream Blk Time (%)			0.11	0.77	0.77		89 <u>3</u> 8.95			
Queuing Penalty (veh)			31	222	221				-	
Storege Bay Dist (ft)	:: 1 <b>0</b> 33	\$\$0.40	eretianeur Kerkianeur		ବର୍ଷ୍ଟରୀୟପର (ପ୍ରଥୟ) ଅଧିକ୍ରିପ୍ରସିଷ୍ଟି (୮୧୯୯					
Storage Blk Time (%)	0.05									

Storage Blk Time (%) 0.05 Queuing Penalty (veh) 26

#### Intersection: 3: Mark Center Drive & Seminary Rd

Movement	(EB)	"性性"念》。	3 WE	WE	NB.	. NB	NB %	NB:	⊗SB®≫ SB
Directions Served	LT	R F	₹ L	LT F	ર દ	Т	T	TR	L T
Maximum Queue (ft)	51	50 3	147	145 5	5 326	518	614	314	<i>∖</i> 31. <sup>6</sup> €[147]
Average Queue (ft)	32	31 2	96	87 4		331	267	220	12 110
95th Queue (ft)	62	62 4	158	143 6.	2, 352	668	. 596	364	37 3 144
Link Distance (ft)	688	688 68		252 25.		489		489	358
Upstream Blk Time (%):	15.00		21 T. 1 B	0.8887.18	kan sa	0.04	0,01	140,000	
Queuing Penalty (veh)						44	8		
Storage Bay Dist (ft)					୍ତି ଓଡ଼	£\$ 500		i i kanana a	300
Storage Blk Time (%)					0.08	0.04			
Queuing Penalty (veh)		w Ninkin	Prynch		∵∵∵′64	20			
Intersection: 3: Mark					•				

Movement Salvas	688 <mark>88</mark>	# <b>SB</b> %	ÿSΒ∴		(1990)   (1990)		38/42		
Directions Served	Υ	Τ	R						
Maximilim Queue (ff)	243	466	461			: 1 :	##		
Average Queue (ft)	155	292	161						
95th Offeue (ft.)	247	,5 <b>32</b> )	491					ender i gazen ber Kapangaran bara	
Link Distance (ft)	358	358	358					 	
Upstream Bik Time (%)		0.15	0 10			v.a.(1881)			
Quouing Penalty (veh)		67	46						
Storage Bay Dist (ft)						3480			
Storage Blk Time (%)						 		 	
Queuing Penalty (ven)				420	\\ <b>#</b> %64	Maria di Maria			88 200 BB
						 •		 	

#### Intersection: 4: I-395 SB Off Ramp &

Mozemeni Aeraz	AWB A	WB%	<b>%</b>	<b>M</b>	20.00		400 m	30 <b>#1</b> 530	
Directions Served	Т	Т	LŢ	Т					
Maximum Queue (ft)	135	109 💸	188	171		933.3			
Average Queue (ft)	71	51	145	110	 				 
35th Queee (ft)	146	<b>118</b>	197	176					80000000000000000000000000000000000000
Link Distance (ft)	131	131	267	267					
Upstream Blk Tirre (%)	0.02					855 B			
Queuing Penalty (veh)	2								
Storage/Bay.Dist (ft)	7.86	3.732							
Storage Blk Time (%)									
Queuing Penalty (veh)									**************************************

### intersection: 5: I-395 SB Off Ramp &

vickement WB WB WB SB SB SB
Directions Served L LT T T T T
daximum Queue (ff) 52 72 92 46 50 69
Average Queue (ft) 35 45 29 21 29 25
5th Quetie (ft) 49 74 90 51 60 643
ink Distance (ft) 253 253 253 141 141 141
Instream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Jueuing Renalty (veh)

### Intersection: 6: I-395 NB On Ramp &

Movement &	36 EF.	(EB	SB	SB	∂% <b>5</b> β)		<b>%</b> //%:			14 14	1448	
Directions Served	Τ	R	L	LT	Ť							
Maximum Queve (ft)	568	28	150.2	153	169			receiva esta. A Carlo (1846)	9900 A - 11 1000 A - 1			
Average Queue (ft)	392	27	114	126	74				••••			• • • • •
95th Queue (ft)	598	29	145	154	138		<b>200</b>	() <u>() () () () () () () () () () () () () (</u>		69200	388	
Link Distance (ft)	554	554	263	263	263							
Upstream Blk Time (%)	0.05	1888 B	ant also		1000000		30,700,80		386777		130 BS	0340722
Queuing Penalty (veh)	0						*********	, - , - , - , · · · · · · · ·		,		
Storage Bay Bist (tt)			900 - 550 Notes	N. 18 17	99034	23/2006			NG (CO		( <b>8</b> 86)	
Storage Blk Time (%)	~ ~~~~~~.					. See See	V - 1 = 4 (84) - 100	1		,,,, <b>,</b>	7.838 4- V	000 KM 112 KM
Queuing Penalty (Veh)				XIII in 1				y co			92.00	

# Intersection: 7: I-395 NB On Ramp &

Movement	SWEBS	XEE X	MB%	NB :		W			360,222
Directions Served	LΫ́	T	Ŧ	Τ					
Maximum Ottelle (ft)	276	304	187	145					353928
Average Queue (ft)	248	232	120	120					
95th Queue (ft)	3317	23 <b>54</b>	<b>377</b>	2147	600.000				
Link Distance (ft)	238	238	122	122				 	
Upstream Blk/Time (%)	0.20 ×	0.10 %	0.04	0.07	311 6 <b>55 65</b> 6 33 34 64 65 65 65				
Queuing Penalty (veh)	175	86	9	15				 	
Storage Bay Dist (ff)									
Storage Blk Time (%)								 	
Queuing Petialty (veh)				40% or 250 20% or 250			830 as	90000000	

# Intersection: 1: N Beauregard St & Mark Center Drive

Movement	CEB SI	ËB <sup>©</sup> , ⊗E8	~~ <b>£s</b> ;	WB	WB:	<b>WB</b>	WB%	NB :	NB.	``SB∵	SB
Directions Served	L	ТТ	TR	L	L	Т	ŤR	ĽΤ	R	. L	TR
Maximum Queue (ft)	20 2	88 - 307	335	116:	123	81	79	267	378	51	70
Average Queue (ft)		115 197	256	55	49	68	62	173	292	34	30
95th Queue (ft)	. 19 2	94 313	.336	\$26 <b>174</b> 40,58	123	95	୍ଷ୍ୟ ୫5 🖓	267	453	:::48 <u>;</u>	69
Link Distance (ft)	7	'48 748	748		464	464	464	673	673	223	223
Upstream Blk Time (%)		19.19.34 <sub>35</sub>								(1000 m	
Queuing Penalty (veh)											
Storage Bay Dist (ff)	250	0.00		<b>200</b> :							
Storage Blk Time (%)	Q.	.03									
Queuing Penalty (veh)	i . S. i.,	0								2000 i	. 138

Movement		S.EB.	e <b>e e</b>	EB.	WB	WB/	₩B∜	NB	NB	NB?	NB.	<u>N∄</u>
Directions Served	L	Ł	T	Т	L	T	TR	L.	L	L	Т Т	Ţ
Maximum Queue (ft)	1090	221.	224	170	152	209	277	148	204	330	330	319
Average Queue (ft)	97	172	200	98	93	154	167	95	137	221	247	239
95th Queue (ft)	_12 <b>2</b> /⊹	218	276	174	147	225	2 <b>283</b>	145	211	385	366	341
Link Distance (ft)		116	116	116		528	528			214	214	214
Upstream Blk Time (%)	0.01	0.17	0.24	0.07		30°4.84	TAKK	Mari W	0.00	0.09	0.14	0.15
Queuing Penalty (veh)	0	49	69	21					0	63	104	107
Storage Bay Dist (ft)	250		33696		2 <b>5</b> 0		MAY 11	250	250			
Storage Bik Time (%)	0.01	0.17							0.00	0.09		0.56
Queuing Penalty (veh)	3 % : <b>2</b> %	37				MARIANDA Lual Stot	villandin.	1880-22	ş., <b>1</b> -	44		.112
Intersection: 2: N Be	aurega	ard St	& Semi	inary F	₹d							

Movement	∴ SB	<b>∖\$6</b> `,,⊗	\$ <b>B</b>	%S₿.//		<i>X</i> 02/460		<b>506</b> 838	
Directions Served R	L	T	T	T					
Maximum Queue (ft) 36	. 55	(1 <b>32</b> %)	170.4	(4 <b>70</b> ) (				<b>**</b>	
Average Queue (ft) 28	47		170	169					
95th Queue (ff) 52	<b>61</b>	379	171 😹						
Liлk Distance (ft)	80	80	80	80					
Upstream Blk Time (%)		0.15	74	0.72			ACMINI (1754) Abbito (1882)		
Queuing Penalty (veh)		58 2	284	277					-
Storage Bay Dist (ft) 10			1000		60 - 3 <b>3 9 5 5 7 5 7 5</b> 7 7 7 7 7 7 7 7 7 7 7 7 7				
Storage Blk Time (%) 0.04						 			
Queuing Penálty (veh) 25		00000000000000000000000000000000000000		pperson of \$5.000					5067 ( 117 7 119 9 ) 1 1 2 2 1 2 1 2 1 3 1 3 2 4 1

Movement,	EB.	ÆB.	EB.	WB.	WB	<b>W</b> ₿	NB 🖇	NB 🦟	NB ·	NB 3	::SB	
Directions Served	LT	R	R	L	LT	R	L	Τ	Т	TR	L	<u> </u>
Maximum Queue (ft)	243	359	359	J10%.	109	31.	144	326	328	326	7.2	227
Average Queue (ft)	193	282	230	10 <b>1</b>	77	30	116	262	267	280	48	169
95th Queue (ft)	249	355	-346 <sub>/3</sub> /3	117	<u>(115), y</u> y	"33 <sub>00</sub>	1.43	<b>:359</b>	333	331	74	245
Link Distance (ft)	688	688	688	252	252	252		489	489	489		358
Upstream Blk Time (%)				######################################		913 (A. Gr.)				.,118-38	\$500 Y	9 <b>7</b> 30 1
Queuing Penalty (veh)												
Storage Bay Dist (ft)							300		99:00 A	A:873	300	× 2000
Storage Blk Time (%)								0.03				
Queuing Penalty (veh)				363436	100000			366 <b>7</b> 644	81.812.44		WW. 133	
Intersection: 3: Mark												,, K

Intersection: 3: Mark Center Drive & Seminary Rd

Movement	SB	(188).	%(SB)		888
Directions Served	7	Т	R		
Maximum Queue (ft)	350	472%	467		
Average Queue (ft)	290	424	370		.,,
95th Queue (t)	392	507	675%		
Link Distance (ft)	358	358	358		,
Upstream Blk: Time (%)	001	0.09	0.24		1
Queuing Penalty (veh)	4	57	155		
Storage Bay Dist (ff)					839
Storage Blk Time (%)		*0 5000.00	***************************************	er i kanasa nanan manangan akkanasa sebaka sarah Manasa dari dari dari dari dari dari dari dar	24244
Queuing Penalty (veh)		enggalening Stof Control			23

## Intersection: 4: I-395 SB Off Ramp &

Movement		WB:	%NB%	Me.					V 201807	
Directions Served	Т	T	LT	Т						
Maximum Queue (ft) 3	203	109	266	<b>3148</b>		T##	980s	98094A		
Average Queue (ft)	119	73	173	100						
95th Queee (ff)	%¶90;≪	115	259	<b>经有数</b>	18:00 B			2000 B		
Link Distance (ft)	131	131	267	267						
Upstream Blk Time (%)	0.02		0.00				3230X	88.38E.85		
Queuing Penalty (veh)	6		2							
Storage Bay Dist (ff)					730 M	#36 <del>2</del> 6	<b>2997</b> 79	38306	00000000000000000000000000000000000000	***********
Storage Blk Time (%)					and the second	randrol. 1000.	 ******	*******	on the state of th	ware institution of the
Queuing Penalty (veh) 32										

Intersection:	5:	1 - 395	ŞΒ	Off	Ramp &	ı
---------------	----	---------	----	-----	--------	---

Movement	⊗VVB	WB	WE.	SBY	SB	<b>8</b> ₿			
Directions Served	L	LT	Т	Ŧ	T	Ŧ			
Maximum Queue (ft)	୍ ୫ <del>େ</del> ୍	103	<b>%51</b> %	69	୍ଷ୍ଟ୍ରେମ୍ବ	(111. j. j			
Average Queue (ft)	55	61	33	61	71	77			
95th Quaue (ft)	85	96	<b>51</b>	76	<b>~96</b> ~)	-118			
Link Distance (ft)	253	253	253	141	141	141			
Upstream Blk Time (%)		)K.W					ใช้การเมือน ใช้เมื่อ เกาะเลียง		
Queuing Penalty (veh)									
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)			Brook (1907) Carolinasi						

# Intersection: 6: I-395 NB On Ramp &

Movement	WEB.	<b>(EB</b> )	XSB ::	%\$ <b>\$</b> %	∜SB%	*****		<i>#</i> ###	<del>(**********</del>	
Directions Served	Т	Ř	L	LT	Т					
Maximum Queue (ft)	362	108	,250	296	270	4408 W				arte vákotatek Britiskarikos
Average Queue (ft)	259	70	214	262	224					
95th Queue (ft)	<b>%373</b>	317 <i>/</i> /	286	312	୍ 289	y in Carrier (d.) Salan Salah (d.)				
Link Distance (ft)	554	554	263	263	263					
Upstream Blk Time [%]			0.00	0.09	$0.07$ $\le$	777 200	96.8			
Queuing Penalty (veh)			1	51	38					
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Queung Penalty (yeh)						303038.04 303038.04		300 (100 (100 (100 (100 (100 (100 (100 (		

# Intersection: 7: I-395 NB On Ramp &

Movements 5.00	(CEE)	<b>**EB</b>	%NB.	enes:		/////		
Directions Served	LT	T	т	Ţ				
Maximum Queue (ft):	275	306	(170)	110%				
Average Queue (ft)	244	236	66	59				
95th Dueve (ft)	280	311		125				
Link Distance (ft)	238	238	122	122				
Upstream Blk Time (%)	<b>*0.13</b> //	9.07° 5	0.00	<b>Ø</b> 00		969 S		
Queuing Penalty (veh)	125	68	0	1				
Storage Bay Dist (ff)	9.99.99 3							
Storage Blk Time (%)								
Queeing Penalty (Ven)								

REVISED: December 18, 2003

[ ] Change of Ownership or [ ] Minor Amendment
[must use black ink or type]
PROPERTY LOCATION: I-395 and Seminary Road
TAX MAP REFERENCE: 19.04-02-14; 20.03-02-01; 19.04-02-07 ZONE: CDD-4
APPLICANT Name: THE MARK WINKLER COMPANY, agent
Address: 4900 Seminary Road, Suite 900, Alexandria, Virginia 22311
PROPERTY OWNER Name: MARK CENTER PROPERTIES LIMITED PARTNERSHIP, et al
Address: 4900 Seminary Road, Suite 900, Alexandria, Virginia 22311
SITE USE: Request for Transportation Management Plan. This Plan accompanies the Preliminary
Development Plan submitted for Plaza I, Mark Center.
[ ] THE UNDERSIGNED hereby applies for a Special Use Permit for Change in Ownership, in accordance with the provisions of Article XI, Division A, Section 11-503 (5)(f) of the 1992 Zoning Ordinance of City of Alexandria, Virginia. THE UNDERSIGNED, having read and received a copy of the special use permit, hereby agrees to comply with all conditions of the current special use permit, including all other applicable City codes and ordinances.
[ ] THE UNDERSIGNED hereby applies for a Special Use Permit for Minor Amendment, in accordance with the provisions of Article XI, Division A, Section 11-509 and 11-511 of the 1992 Zoning Ordinance of City of Alexandria, Virginia.
THE UNDERSIGNED, having obtained permission from the property owner, hereby requests this special use permit. The undersigned also attests that all of the information herein required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief.  J. Howard Middleton, Jr., Esq.
Print Name of Applicant or Agent  Signature  Signature
3110 Fairview Park Dr., Suite 1400         703-641-4225         703-641-4340           Mailing/Street Address         Telephone #         Fax #
Falls Church, VA 22042         December 18, 2003           City and State         Zip Code         Date
====DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY
Application Received: Date & Fee Paid \$  Legal Advertisement:
ADMINISTRATIVE ACTION:
Date Director, Planning & Zoning

The following information must be furnished to the Department of Planning and Zoning to determine if the current use conducted on the premises complies with the special use permit provisions and all other applicable codes and ordinances.

1.	Please describe p	rior special use permit approval for the subject use.	
	Most recent Spec	ial Use Permit #99-0067	
	Date approved:	September / 18 / 1999 Month day year	
	Name of applicar	t on most recent special use permitMark Winkler Company	
Use _	Transportation M	anagement Plan	
operati	ning can understa	ne nature of the existing operation <u>in detail</u> so that the Department of Pland the nature of the change in operation; include information regarding rons served, number of employees, parking availability, etc. (Attach add	type of
	A new Developm	ent Special Use Permit application for Preliminary Development Plan	approval
<u>is subr</u>	nitted along with t	his application. The new Preliminary Development Plan provides for a	
revisio	n to the approved	development for Parcel IA at Mark Center as well as the inclusion of	
develo	pment for Parcel I	B. The new Preliminary Development Plan will juclude an addition of	
<u>374,61</u>	6 square feet of fl	oor area. The purpose of this application is to update the transportation	
manag	ement plan previo	usly approved in Special Use Permit #99-0067. This application include	es
an ana	lysis of the additio	л of Plaza IB, to create a new plaza known as Plaza I.	
	The traffic impac	t study and transportation management plan proposal is included in the	
docum	ent entitled Mark	Center Plaza IA and IB Traffic Impact Study and Transportation Manag	gement
<u>Piạn, p</u>	repared by Wells	& Associates LLC and submitted with this application.	
	,		
		., ., ., ., ., ., ., ., ., ., ., ., ., .	
			·

3.	Describe any proposed changes to the business from what was represented to the Planning Commission and City Council during the special use permit approval process, including any proposed changes in the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, any noise emitted by the use, etc. (Attach additional sheets if necessary)
	N/A.
	1. Mart - Alt V - (Mr ) 2 (47.7)
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Is the use currently open for business?	N/A	_Yes		No	
If the use is closed, provide the date closed	month		day	year	_
Describe any proposed changes to the cond	itions of	the spe	cial use po	rmit:	
See Transportation Management Plans	an, prepa	red by	Wells & A	ssociates, LLC.	
Accompanying this application.					
Are the hours of operation proposed to char If yes, list the current hours and proposed h	nge:			cs	]
Current Hours:		Propos	sed Hours:		
N/A	_		<b>-</b>	. a. c	
Will the number of employees remain the s If no, list the current number of employees	ame?		N/A Y	es	
if no, fist the entrent number of employees					
Current Number of Employees:		Propos	sed Numbe	r of Employees:	
Current Number of Employees:  Will there be any renovations or new equip If yes, describe the type of renovations and  N/A	ment for /or list a	the bus	siness? equipment	Yes	
Current Number of Employees:  Will there be any renovations or new equip If yes, describe the type of renovations and	ment for for list a	the but	siness? equipment	Yes	
Current Number of Employees:  Will there be any renovations or new equip If yes, describe the type of renovations and  N/A  Are you proposing any change in the sales	ment for /or list a	the but ny new	siness?equipment	YesYesYes	
Current Number of Employees:  Will there be any renovations or new equip If yes, describe the type of renovations and  N/A	ment for /or list a	the but ny new	siness?equipment	YesYesYes	

See Development Special Use Perm	nit application
Is off-street parking provided for your custo	omers? <u>N/A</u> YesNo
	a Francis on maturous particity.
If yes, describe the current number of scats	of seats or patrons served?Yes or patrons served and the proposed number of number of seats by type (i.e. bar stools, seats a
Current:	Proposed:
N/A	
If yes, attach drawings showing existing an	erior space requested? <u>N/A</u> Yes
If yes, attach drawings showing existing an area devoted to uses, i.e. storage area, custo is there a proposed increase in the building	d proposed layouts. In both cases, include the
If yes, attach drawings showing existing an area devoted to uses, i.e. storage area, custo is there a proposed increase in the building	d proposed layouts. In both cases, include the omer service area, and/or office spaces.  area devoted to the business? Yes]
If yes, attach drawings showing existing an area devoted to uses, i.e. storage area, custo is there a proposed increase in the building If yes, describe the existing amount of building	d proposed layouts. In both cases, include the omer service area, and/or office spaces.  area devoted to the business? Yes I ding area and the proposed amount of building Proposed Hours:
If yes, attach drawings showing existing an area devoted to uses, i.e. storage area, custo is there a proposed increase in the building If yes, describe the existing amount of build Current Hours:  N/A  The applicant is the (check one)	d proposed layouts. In both cases, include the omer service area, and/or office spaces.  area devoted to the business? Yes I ding area and the proposed amount of building  Proposed Hours:  Property owner Lessee
If yes, attach drawings showing existing an area devoted to uses, i.e. storage area, custo is there a proposed increase in the building If yes, describe the existing amount of build Current Hours:  N/A	d proposed layouts. In both cases, include the omer service area, and/or office spaces.  area devoted to the business? Yes I ding area and the proposed amount of building  Proposed Hours:  Property owner Lessee
If yes, attach drawings showing existing an area devoted to uses, i.e. storage area, custo is there a proposed increase in the building. If yes, describe the existing amount of build Current Hours:  N/A  The applicant is the (check one)  X other, please describe: agent  The applicant is the (check one) N/A Curr	d proposed layouts. In both cases, include the omer service area, and/or office spaces.  area devoted to the business? Yes I ding area and the proposed amount of building  Proposed Hours:  Property owner Lessee

COL	TF3	4	2002 0027	
31	ЛМ	ℼ	2003-0037	

17.	Each application shall contain a clear and concise statement identifying the applicant, including the name and address of each person owning an interest in the applicant and the extent of such ownership interest. If the applicant, or one of such persons holding an ownership interest in the applicant is a corporation, each person owning an interest in excess of ten percent (10%) in the corporation and the extent of interest shall be identified by name and address. For the purpose of this section, the term "ownership interest" shall include any legal or equitable interest held in the subject real estate at the time of the application. If a nonprofit corporation, the name of the registered agent must be provided.
	Please provide ownership information here:
	See Attachment 1

17.

### ATTACHMENT 1

# List of Applicant/Owners with ownership information

## **Applicant**

- The Mark Winkler Company
  - Owners of an interest greater than 10%
    - ☐ Margaret W. Hecht
    - □ Corolyn W. Thomas
    - ☐ Kathleen W. Wennesland

## Owner of undeveloped land within Plaza 1

- Mark Center Properties Limited Partnership
  - General Partner
  - Owners of a limited partnership interest greater than 10%
    - L' The Winkler Family Trust (99%)

## Owner of developed property within Plaza I

### 4825 Mark Center Drive

- Parcel 901 Associates Limited Partnership
  - General Partner
    - □ Parcel 901, Inc.
  - Owners of limited partnership interest greater than 10%
    - Fi Plaza I-A Associates Limited Partnership (51.263%)

### 4850 Mark Center Drive

Institute for Defense Analyses

### December 18, 2003

Ms. Eileen Fogarty
Director, Department of Planning and Zoning
City of Alexandria
City Hall
301 King Street, Room 2100
Alexandria, VA 22314

e: The Mark Winkler Company; Mark Center Plaza IA and JB; Preliminary Development Amendment (DSUP 2002-0038) And Transportation Management Plan Amendment

Dear Ms. Fogarty:

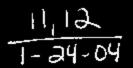
The Mark Winkler Company has filed applications for an amendment to the Preliminary Development Plan for Mark Center Plaza IA and IB and an amendment to the Transportation Management Plan.

The purpose of this letter is to inform you that, on behalf of The Institute of Defense Analyses, the owner of 4850 Mark Center Drive located in Mark Center Plaza IA, I consent to the filing and processing of these applications.

Yours truly,

Dr. Ruth Greenstein

Vice President of Finance and Administration





<jwmadden@starpower. net>

01/20/2004 03:00 PM Please respond to iwmadden

To: <alexyamayor@aol.com>, <delpepper@aol.com>,

<council@joycowoodson.nel>, <councilmangaines@aol.com>,

<rob@krupicka.com>, <macdonaldcouncil@msn.com>,

<paulcsmedberg@aol.com>, <rose.boyd@ci.alexandria.va.us>,

<jackie.honderson@ci.alexandria.va.us>

CCI

Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor

and Council Members (alexvarnayor@aol.com, delpopper@aol.com,

council@joycewoodson.net, councilmangaines@aol.com, rob@krupicka.com, macdonaldcouncil@msn.com,

paulosmedberg@aol.com, rose.boyd@ci.alexandria.va.us,

jackie.henderson@ci.alexandria.va.us)

Time: [Tue Jan 20, 2004 15:00:07] IP Address: [208.59.89.56]

Response requested: []

First Name: James

Last Name: Madden

Street Address: 6207 Holmes Parkway

City: Alexandria

State: Virginia

Zlp: 22311-1616

Phone: 703-379-1592

Email Address: jwmadden@starpower.net

Comments: I have lived within the City of Alexandria for over 31 years - all in the west end of the city. The last 27 years has been at 6207 Holmes Run Parkway.

I have seen our residential area and particularly the commercial areas around it develop and grow over the years. Mostly for the better. The Winkler

brothers were certainly a part of that

development. Much of their spirit and vision continue. Skyline has been the another area of dense growth. While development has its benefit, unfortunately there is a detrimental by-product. That is, of course, increased traffic. The key to a great development is its ability to successfully handle the traffic it generates. Currently, my exit

and entrance to my neighborhood is Seminary.

Road which is already heavily traveled and can be a nightmare during rush nours. To add thousands of vehicles to the existing traffic is not a comforting thought.

I, as a resident of Alexandria, have no objection to the Winkler plan for constructing new office buildings behind the Hilton Hotel. Indeed, I understand that the City Council has already approved that project. I do, however, have serious reservations on their plan to accommodate the additional traffic to be generated by six to seven thousand employees at those new buildings, all who will be using Seminary Road or Beauregard Street. Here are my thoughts and concerns about this additional vehicular traffic.

I do not know the names of the new Winkler buildings so I will refer to them as the "Winkler business area" in the following remarks.

- 1. The traffic plan as presented by Winkler representatives appears to be flawed. The plan to have 3 left turn lanes off Seminary Road (going West) onto Beauregard Street (going South); then after one block (the next traffic light) having the 2 left lane on Beauregard designated as a left-turn lanes with the other lanes proceeding straight on Beauregard only invites unwanted lane switching by folks who either want to go straight but are in the left hand lane or who are in the left hand land and want to go straight. There is already considerable lane switching on Seminary Road between those wanting to be in the left turn lanes and those wanting to continue straight. This switching delays the flow of traffic and puts people in harm's way. The proposed solution for incoming traffic into the Winkler business area will the Seminary switching and add the same delay on Beauregard with the additional potential of backing the delay into the Seminary/Beauregard intersection. This is n! either wise or desirable.
- 2. The Winkler traffic plan appears to address only the additional traffic between 1395 and the Winkler business area. While this linkage will probably create most of the additional traffic, little thought seems to be given to the other avenues of approach, i.e., Seminary Road from the West and Beauregard from the North and the South. Seminary Road is a major concern of the Seminary West Civic Association and the Dowden Terrace Civic Association. There is already a very heavy flow of traffic during the day and particularly during rush hour. The Skyline traffic that travels Seminary to get to 1395 must be considered. The

western flow of traffic on Seminary that turns left into the Seminary West neighborhood is already at risk. The additional traffic will aggravate an already bad situation. I have already had one car "totaled" when rear-ended after stopping on Seminary for a left turn onto Fillmore.

- New Fairfax residents working in the new office. buildings will likely discover the Dowden Terrace -Seminary West neighborhood residential streets and decide them to be preferable routes over the clogged Seminary Road both in the morning and in the afternoon. Additional traffic (and drivers frequently in a great hurry) creates a serious hazard for our school children and also for the numerous joggers, walkers, bicyclist, and dog walkers that use our neighborhood as a safe haven to walk and exercise. We do not want to generate additional neighborhood traffic. It is a proven axiom in traffic engineering that vehicular traffic is like electricity; it will find the path of least resistance. That path should not go through our residential neighborhood. (I recall a previous city council in the 80's that erected a barricade at the city-county line in our neighborhood and made some streets one-way as a response to heavy through traffic. I'm certainly not advocating that, but I do! mention it as a solution to increased traffic in an earlier time.)
- 4. When a backup exists on I395 South onto Seminary Road, the likelihood of additional traffic exiting early off I395 into the Southern Towers parking lot, then through the lot and either onto Seminary or across Seminary into the Winkler business area. I have already seen that happen without the addition of four or five thousand vehicle to the mix. This is not a scenario that safe-minded people should create.
- 5. The "exiting" solution presented by Winkler is the building of one right-turn lane exiting the Winkler business area onto the Seminary East exchange. This solution heavily favors traffic going south on I395. One right turn lane would appear to be very insufficient. In addition it creates the option for the driver in a hurry to get in the right turn lane then proceed to cross lanes to traffic either onto Seminary East or into the exchange for going onto I395 North.
- 6. Response by emergency vehicles to our neighborhood during rush hours should also be considered in the final traffic plan.

I understand that Winkfer does not yet have an

occupant for the new buildings. That being the case there must be time available for a careful and thorough analysis of their traffic plan or the generation of a new one. I urge the Council to take that path. There are more options than just the building of a third left turn lane for handling thousands of additional vehicles.

Thank you for your time and for considering this neighborhood problem.

Jamos W. Madden 6207 Holmes Run Parkway Alexandria, VA 22311-1616

11,12



### <cmschw@comcast.net</pre>

01/15/2004 09:06 AM Please respond to cmschw

Lot <alexyamayor@aol.com>, <delpepper@aol.com>,

<രാധനാ!@joycewoodson.net>, <councilmangaines@aol.com>,

<reb@krupicka.com>, <macdonaldcouncil@msn.com>,

<paulcsmedberg@aol.com>, <rose.boyd@ci.alexandna.va.us>,

<jackie.henderson@ci.alexandria.va.us>

CC:

Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvarnayor@aol.com, dolpopper@aol.com, council@joycewoodson.net, councilmangaines@aol.com, rob@krupicka.com, macdonaldcouncil@msn.com, paulosmedberg@aol.com, rose.boyd@ci.alexandria.va.us,

ackie.henderson@ci.alexandria.va.us)

Time: [Thu Jan 15, 2004 09:06:46] IP Address: [68.86.18.237]

Response requested: []

First Name: Charles

Last Name: Schwidde

Street Address: 4200 Ormond Avenue

City: Alexandria

State: VA

Zip: 22304

Phone: 703-370-9645

Email Address: cmschw@comcast.net

Comments: Dear Council Members,

My wife and I are 25 year-plus residents of Alexandria near Seminary Rd. We endorse the Seminary Hill Association letter of Jan. 14th to the

Council.

We think that Councilman MacDonald's view for an expanded study is the correct way to proceed. Seminary Rd.'s traffic has already increased substantially in the last decade (see presentations

by Rich Baier of City

showing that Seminary Rd. traffic has increased by at least 10,000 cars a day in the past 10.

years).

The proposal as it stands will lead to confusion and traffic accidents, including potential fatalities. The fairest proposal is for a dedicated turn lane to the new site from a new I-395 Exit. Whife this may be expensive, who among you wants to be ultimately responsible for traffic accidents and fatalities on Seminary Rd.? Furthermore, let's not clog up Seminary Rd. more than is necessary!

Please slow this development down until we know we have a traffic solution that is safe, fair, efficient, and easily understood by motorists!

Thank you.

Chartes Schwidde

11-24-04



"Bostain, Lynn" <LBostain@virginia.org Fot <Jackie.henderson@ci.alexandria.va.us>

CCI

Subject: Seminary West Civic Association letter for all Councilpersons and Mayor Euille

01/16/2004 03:23 PM

Jackie,

Could you please see that each City Council member receives this letter as well as Mayor Euille? Many thanks.

Lynn Bostain

P.S. My personal e-mail address is lbostain@erols.com

Lynn Bostain, CTC

Meetings Marketing Manager Virginia Tourism Corporation

P.O. Box 11847

Alexandria, VA 22312

Phone: 202/872-0557 or 800/811-4296

Fax: 703/845-6380 lhostain@virginia.org www.y.virginia.org/meetings

www.vatc.org

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.

City Council letter, Jan 15 (Winkler).doc

#### MEMORANDUM

TO: Cc: City Council City Clerk

FROM: Lynn Bostain, President, Seminary West Civic Association

DATES

January 16, 2004

SUBJ:

Winkler Traffic Proposal

The Seminary West Civic Association October 2003 meeting included a development plan presented by the Mark Winkler Company which included new traffic information that had not come before the citizens until that time, creating a dynamic that had not been in play in earlier. In addition, there seemed to be inconsistencies and varying numbers about the numbers of vehicles that the new development would bring. To explore those issues, I requested a separate meeting with a "core group" from the affected neighbor-hoods and the Winkler Company, which took place on December 18. That meeting lasted 3 hours and raised even more questions about the traffic situation and the best means to ensure that the proposed development would have a minimal impact on our community.

A group from Seminary West Civic Association and Dowdon Terrace attended the Planning and Zoung meeting at City Hall on Tuesday. Jan. 6. which, as you know, resulted in a 7-0 decision in favor of the Winkler Company plan. This vote was rendereddespite the fact that citizens requested an independent traffic study because of traffic problems that had not been addressed in the Winkler Company-sponsored study. The Winkler Co. correctly states that neighboring communities endorsed a 1997-98 plan to construct office buildings on their property. That endorsement, however, was based on reasonable and viable traffic mitigation efforts that looked at options to adding left-turn lanes to Seminary and Beauregard. Seminary West Civic Association's concerns are not with Winkler building construction, but with traffic logistics that were considered dangerous in 1997-98 and appear to be even more dangerous in 2004.

Prior to the Dec. 18 and Jan. 6 meetings, it was the understanding of both the Seminary West and Dowden Torrace Civic Associations that the Winkler Co. intended to pursue the idea of either a flyover or direct access from I-395 directly into their property, thus avoiding the danger of adding more traffic to the already heavily-traveled Seminary/Beanregard Road juncture by adding a 3<sup>rd</sup> left turn off Seminary Road and a 2 nd left turn off Beanregard into Mark Center Drive. Documents from 1997-1998 record this understanding and note that former Transportation Director Tom O'Kanesaid that to add a 3<sup>rd</sup> left turn lane off Seminary Road onto Beauregard St. would be "perifous" and that former Councilman David Speck requested a more viable solution than the 3<sup>rd</sup> left turn lane on Seminary Road. Citizens were taken by surprise when the Winkler Company presented its plan in October 2004, ignoring 1997-1998's traffic suggestions and showing the added left turn lanes on Seminary Road and Beauregard Street as givens. Residents of Seminary West are still hoping for some sort of direct access to the Winkler property either from a ramp off I-395 or via a flyover as originally proposed.

In recent phone calls, ConneilmenAndrew Macdonald and Ludwig Games expressed interest not only in an independent traffic study, which Seminary West Civic Association endorses, but Councilman Gaines suggested a multi-regional traffic study. In light of already serious traffic congestion in the West End of Alexandria and proposed new building at Skyline and the Winkler complex, as well as the inevitability of future expansion in the entire area, Seminary West Civic Association advocates that the City examine very carefully, through an independently-contracted study, the present and anticipated traffic patterns in the West End of the City.



<acave9@comcast.net>

01/15/2004 08:11 PM Ptease respond to acave9 To: <alexyamayor@aol.com>, <delpepper@aol.com>,

<council@joycewoodson.net>, <councilmangaines@aol.cum>,

<rob@krupicka.com>, <macdonaldcouncil@msn.com>, <paulcsmodberg@aul.com>, <rosc.boyd@ci.alexandria.va.us>,

<jackie.henderson@ci.alexandria.va.us>,

<sharon.wolls@ci.alexandria.va.us>,
<page.moon@ci.alexandria.va.us>,

<page@focusdatasolutions.com>

Subject: City of Alexandria Website Contact Us - EMail for Mayor, Vice-Mayor and Council Members (alexvarriayor@aol.com, detpepper@aol.com, council@joycewoodson.net. councilmangaines@aol.com, rob@krupicke.com, macdonaldcouncil@msn.com, paulosmodberg@aot.com, rose.boyd@ci.alexandria.va.us,

jackie.henderson@ci.alexandria.va.us,

sharon.welts@ci.alexandria.va.us, page.moon@ci.alexandria.va.us,

page@focusdatasolutions.com)

Time: [Thu Jan 15, 2004 20:11:51] IP Address: [68.86.29.95]

Response requested: []

First Name: Alice

Last Name: Cave

Street Address: 3736 Gunston Road

City: Alexandria

State: VA

Zip: 22302

Phone: 7033791521

Email Address: acave9@comcast.net

Comments: Mayor, Vice Mayor, and Members of the Council: My husband and I are lucky enough to live and work within the City, our office is located in the Mark Center complex, 1500 N Beauregard St. So, we were appalled to read in the Post of the development plans to add even more buildings and 6000 parking places to the location behind 4900 Seminary Road, Our commute takes us

south on 395 from Shirlington to Seminary Road West, and this exit from 395 is already very congested during rush hour. Adding this many more drivers (and let's face it, expecting a large percentage of those people to commute on the metro and use a shuttle is not that realistic) will bring traffic there to a standstill. Some specifics:

What genius came up with the idea to have a 3-lane left turn onto N Beauregard from Seminary? N Beauregard has only 2 lanes, where will that third lane go? During the morning rush at this intersection, the lanes headed straight are much more heavily travelled. Take one of those lanes away, as shown in the diagram, will back that traffic up a long way, probably back to Alexandria Hospital or worse!

One of the problems facing the intersection now is those people who want to turn left to got into the 4900 building now, at the light before N Beauregard, if these people are coming from 395, it is already a big jam of people trying to quickly cut across two lanes of traffic. Add 6000 more drivers and you have a nightmare backing up onto 395.

This intersection already needs to be re-engineered. Adding all this traffic will bring it to a complete halt on a regular basis. I agree with the comment of Councilman MacDonald, who said "we haven't done our homework on this." Please take this back to the drawing board, and for once, halt the development until the road issues have been fixed!

Very Sincerely, Alice Cave and Rick Fletcher



<intsSilins@aol.com>

01/16/2004 12:05 PM Please respond to InteSilins cc:

Subject: City of Alexandria Website Contact Us - EMail for Mayor. Vice-Mayor and Council Members (alexvamayor@aol.com, delpepper@aol.com, council@joycowoodson.net. councilmangaines@aol.com, rob@krupicka.com, macdonaldcouncil@msn.com, paulcsmedborg@aol.com, rose.boyd@ci.alexandria.ve.us, jackie.henderson@ci.alexandria.va.us)

Time: [Fri Jan 16, 2004 12:05:30] IP Address: [172.155.169.159]

Response requested: []

First Name: Ints and Elizabeth

Last Name: Silins

Street Address: 5683 Rayburn Avenue

City: Alexandria

State: VA

Zlp: 22311

Phone: 703 998-8971

Email Address: IntsSilins@aol.com

Comments: Dear City Council Members:

When the traffic management plan for the Mark Center expansion comes before you on January 24, please hold off approval and order an independent traffic study to be done. The present proposal, involving additional left-turn lanes to handle an additional 6000 cars per day, seems certain to generate gridlock, causing pollution and inconvenience and dangerously impeding the movement of emergency vehicles during rush hour. A better solution could be direct access from I-395 to the new complex. This would eliminate the need for many cars to make a traffic-clogging detour via Seminary and

Beauregard to their jobs in the new buildings.

So far the Mark Center development has proceeded commendably, but this latest proposal could produce a bottleneck that would seriously degrade the area.

Thank you for your attention to this issue.

Sincerely, Ints and Elizabeth Silins

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